



PAT McCRORY
Governor

NICHOLAS J. TENNYSON
Secretary

November 17, 2015

NCDOT Division 9 (co-applicant)
375 Silas Creek Parkway
Winston Salem, NC 28621

Village of Clemmons (co-applicant)
3715 Clemmons Rd
Clemmons, NC 27013

John Thomas, Jr.
U.S. Army Corps of Engineers
Raleigh Regulatory Field Office
3331 Heritage Trade Drive
Suite 105
Wake Forest, NC 27587

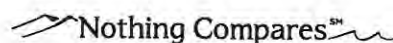
SUBJECT: Application for Section 404 Individual Permit and Section 401 Individual Water Quality Certification for the proposed Village Point Drive project on new location from existing Village Point Drive to Towncenter Drive in the Village of Clemmons in Forsyth County. NCDOT Division 9. TIP Project No. U-5551.

Debit \$570.00 from WBS Element No. 46310.1.1.

Dear Sir:

The North Carolina Department of Transportation (NCDOT) and the Village of Clemmons propose to construct a two-lane road with a center turn lane on new location in the Village of Clemmons, Forsyth County. The road will extend the existing Village Point Drive and connect to Towncenter Drive. This road is part of the Village of Clemmons Small Area Plan which can be found on their website (<http://www.clemmons.org>). One year after construction, maintenance of the road will be transferred to the Village of Clemmons. We request that the USACE and NCDWR, include a special condition in the permits stating that the Village of Clemmons will be responsible for the 404 and 401 permits after maintenance responsibilities are transferred.

A portion of the road was previously permitted by Novant Health (to be referred to as 2011 application). The PCN for the permit was dated April 12, 2011. The USACE Action Id no. is 201100800 and the DWR no. is 2011-0359. The referenced PCN had 2 crossings (referred to as Permit site 1 and Permit site 2). Crossing 1 was not constructed. The plans for Crossing 1 have changed since the 2011 application. Revised plans are included with the current permit application.



In addition to the cover letter, please find the enclosed ENG 4345; the NCDENR Division of Mitigation Services (NCDMS) Acceptance Letter); payment receipt from American Wetlands; Historic Architecture 'No Effects' letter dated June 26, 2015; Archeology 'No Effects' letter dated July 10, 2015; Combined Community Characteristics Report and Community Impact Assessment report dated October 2015; USFWS Northern long-eared bat concurrence request dated July 20, 2015 and approval dated August 25, 2015; a conceptual plan showing potential access points to properties adjoining the road; State Stormwater Management Plan (SMP); letter from the Village of Clemmons approving Phase II Stormwater Design; permit drawings; and roadway plans.

PROJECT SCHEDULE

We would like to start the project April 1, 2016, but may move the date up if the schedule allows. Construction should be completed by August 2017.

PURPOSE AND NEED

The purpose and need of the project is to improve access to a 203 acre comprehensively planned area in the Village of Clemmons for economic development.

SEPA DOCUMENT STATUS

A Minimum Criteria Checklist was prepared for the project and is available upon request.

RESOURCE STATUS

Wetland and stream determinations within the U-5551 project study area were conducted using the field delineation methodologies outlined in the *1987 Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory, 1987) and the subsequent *Regional Supplement to the Corps of Engineers Delineation Manual: Eastern Mountains and Piedmont Region* (U.S. Army Corps of Engineers [USACE] Peer Review Draft [June 2009], Interim Version [2010], and Version 2.0 [April 2012]). Stream identification and classification followed the *Identification Methods for the Origins of Intermittent and Perennial Streams* (NC Division of Water Quality [NCDWQ], Version 2.0 [January 1999], Version 3.1 [February 2005], and Version 4.11, [September 2010]).

The jurisdictional wetlands and streams were field verified by Mr. John Thomas (USACE Regulatory Specialist) and Ms. Sue Homewood (NCDWR) on May 21, 2015. Mr. John Thomas issued an approved jurisdictional determination on September 23, 2015. Ms. Sue Homewood verified all of the streams that the USACE claimed as jurisdictional in a stream call letter dated May 26, 2015 and determined the intermittent and perennial stream start points.

The project area lies within the Piedmont physiographic province of North Carolina. Jurisdictional features within the project footprint are located in the Yadkin Pee-Dee River Drainage Basin (United States Geological Survey [USGS] Hydrologic Unit Code [HUC] 03040101) in Forsyth County. Jurisdictional streams that will be impacted by this project include UTs to Johnson Creek (North Carolina Division of Water Resources [NCDWR] Classification C; NCDWR Index No. 12-91).

There are no designated High Quality Waters (HQW), Outstanding Resource Waters (ORW), Water Supply I (WS-I), Water Supply II (WS-II), or Trout Waters (Tr) occurring within 1.0 mile of the project area. No Anadromous Fish Spawning Areas or potential habitat areas are located near or within the project study area. There are no 303(d) listed waters in the project area.

IMPACTS TO WATERS OF THE UNITED STATES

Surface Waters

Total jurisdictional stream impacts for U-5551 include 437 linear feet of permanent stream impacts, and 65 linear feet of temporary stream impacts. The jurisdictional stream impacts are summarized below in Table 1.

Table 1. Surface Water Impacts within the Yadkin River Basin (HUC 03040101)

Permit Site No.	Stream Name	Stream ID [#]	Intermittent /Perennial	Impact Type	Impacts (lin. ft.)	Impacts Requiring USACE Mitigation (lin. ft.)	USACE Mitigation Ratio ⁶	Impacts Requiring 1:1 NCDWR mitigation (lin. ft.)
1	UT to Johnson Creek	SC	Perennial	Culvert	181	181 ⁺	2:1	181
				Temporary Impacts	15	0	NA	NA
2	UT to Johnson Creek	SA/SA BR*	Intermittent/ Perennial	Culvert (Intermittent)	210	210	2:1	none
				Culvert (Perennial)	46	46	2:1	46
				Temporary Impacts	50	0	NA	NA
TOTAL TEMPORARY IMPACTS					65	0		0
TOTAL PERMANENT IMPACTS					437	437		227

[#]Stream identifiers reference the jurisdictional determination identifiers

*Impacts to SA are reported as it's the main channel in the braided system

⁺USACE mitigation ratio is 2:1 for all stream impacts; however 123' has already been mitigated for at a 1:1 ratio. See explanation in mitigation section.

Wetlands

There will be a total of 0.38 acres of permanent riparian wetland impacts (when rounded) associated with this project. The riparian wetland impacts are comprised of 0.323 acres of permanent fill, 0.005 acres of excavation, and 0.049 acres of mechanized clearing. There are no hand clearing impacts in wetlands. There will be no wetland impacts from utilities associated with this project. These impacts are summarized in Table 2.

Table 2. Wetland Impacts within the Yadkin River Basin (HUC 03040101)

Permit Site No.	Wetland ID ¹	Wetland Type	Impact Type	Temporary Impacts (ac.)	Permanent Impacts (ac.)	Impacts Requiring USACE mitigation (ac.) ¹
1	WC	Riparian	Fill	0	0.003	0.003
			Excavation	NA	0.005	0.005
			Mechanized Clearing	NA	0.009	0.009
2	WA	Riparian	Fill	0	0.320	0.320
			Excavation	NA	0	0
			Mechanized Clearing	NA	0.040	0.040
Riparian Impacts				0	0.38²	0.38²

¹Mitigation ratio for all applicable wetland sites is 2:1. No DWR wetland mitigation required.

²Rounded total is based on the sum of the actual impacts

³Wetland identifiers reference the jurisdictional determination identifiers

MITIGATION OPTIONS

The USACE has adopted, through the Council on Environmental Quality (CEQ), a wetland mitigation policy that embraces the concept of “no net loss of wetlands” and sequencing. The purpose of this policy is to restore and maintain the chemical, biological, and physical integrity of the waters of the United States. CEQ has defined mitigation of wetland and surface water impacts to include: avoiding impacts, minimizing impacts, rectifying impacts, reducing impacts over time, and compensating for impacts (40 CFR 1508.20).

The NCDOT is committed to incorporating all reasonable and practicable design features to avoid and minimize jurisdictional impacts, and to provide full compensatory mitigation of all remaining, unavoidable jurisdictional impacts. Avoidance measures were taken during the planning phase and minimization measures were incorporated as part of the project design. Minimization includes the examination of appropriate and practicable steps to reduce adverse impacts.

Avoidance and Minimization

Avoidance and minimization have been employed in the project area to the maximum extent practicable. Listed below are some of the measures implemented on the project:

Avoidance

- Village Point Drive generally runs northeast to southwest from Jessie Lane to Harper Road. There are four streams in the vicinity of Village Point Drive. One of the four streams generally flows northeast to the southwest paralleling Village Point Drive. Village Point Drive alignment was set just to the west of this parallel stream to avoid impacts. The

remaining three streams generally flow northwest to southeast perpendicular to the roadway alignment, and impacts could not be avoided.

Minimization

- NCDOT's Best Management Practices (BMPs) for the Protection of Surface Waters will be enforced;
- NCDOT's BMPs for Construction and Maintenance Activities will be utilized.
- Headwalls are utilized on each culvert to minimize the length of the impact.
- Plunge pools or minimum length energy dissipaters as appropriate based on the velocities and flows were used at each culvert.
- The roadway embankments were steepened to a 2:1 ratio over the stream crossings to minimize the impacts.

Stormwater Management Plan

Post construction stormwater treatment has been designed to the maximum extent practicable using NCDOT's Stormwater Best Management Practices Toolbox (April 2014). A copy of the stormwater management plan is attached. The project was designed to meet the post-construction stormwater requirements of NCDOT's Individual NPDES permit (NCS00250). Once the Village of Clemmons takes over maintenance of the road, NCDOT will no longer be able to operate and maintain the stormwater treatment devices. The Village of Clemmons will be responsible for maintaining the devices through their NPDES Phase II program. In a letter dated, November 13, 2015, the Village of Clemmons verified that the post-construction stormwater design was in compliance with NCDOT BMP toolbox, and based on Session Law 2014-1, Senate Bill 294, Section (b1), the Village understands that NCDOT's toolbox can be used to meet Phase II stormwater requirements for linear roads. Also, the Village of Clemmons agrees to operate and maintain the stormwater devices.

Compensatory Mitigation

The 2011 application mitigated for 123' of impacts at permit site 1 (also known as permit site 1 in the 2011 application) at a 1:1 ratio. Per direction of the USACE, mitigation for stream impacts will be required at a 2:1 ratio. Since impacts at permit site 1 increased by 58', an additional 58' of mitigation will be mitigated for at a 2:1 ratio. Furthermore, since 2:1 mitigation is now required, the 123' will be mitigated for at a 1:1 ratio. Also, at permit site 1, 0.02 acres of wetland will be mitigated for at a 2:1 ratio. Documentation of payment to American Wetlands is attached for previously permitted site 1.

At permit site 2, 256' of impacts to intermittent and perennial stream will be mitigated for at a 2:1 ratio. Also at permit site 2, 0.36 acres of wetland will be mitigated for at a 2:1 ratio.

Mitigation for 437' of stream impacts (123' at 1:1 and 314' at 2:1) and wetland impacts (0.38 acres at a 2:1 ratio) are being mitigated for through the Division of Mitigation Services (DMS).

Table 3. U-5551 Compensatory Mitigation Summary

	Stream Impacts in Length (ft.)	Riparian Wetland Impacts (ac.)
Impacts Requiring Mitigation	437'	0.38
Required DMS Mitigation Ratios	314' @ 2:1	2:1
	123' @ 1:1	
Total DMS Mitigation Credits Required	751'	0.76

FEDERALLY PROTECTED SPECIES

As of April 2, 2015, the northern long-eared bat (*Myotis septentrionalis*; NLEB) is listed by the U.S. Fish and Wildlife Service (USFWS) as "Threatened" with an Interim 4d rule including Forsyth County within NCDOT Division 9 (http://www.fws.gov/raleigh/species/cntylist/nc_counties.html). The project involves a 404 permit and state funds and is subject to Section 7 of the Endangered Species Act. We determined that the project "may affect, but not likely to adversely affect" the NLEB. We have committed to a tree clearing moratorium from May 15-August 15 of any calendar year to avoid disturbing potential Northern long-eared bats in their summer roosting habitat. We submitted a concurrence request to USFWS dated July 20, 2015, and they concurred in a letter dated August 25, 2015. Copies of those letters are attached.

CULTURAL RESOURCES

The project was reviewed by NCDOT Human Environment Section for Cultural Resources. It was determined that the project would have no effect on either Historic Architecture or Archeology. Copies of the 'No Survey Required' form for Historic Architecture dated June 26, 2015, and the 'No Effects' form for Archeology dated August 20, 2015 are attached.

FEMA COMPLIANCE

There are no streams within the project limits that are within Federal Emergency Management Agency (FEMA)-designated flood zones.

INDIRECT CUMULATIVE IMPACT ANALYSIS

The project may alter traffic capacity or travel patterns, reduce travel time, affect access to and exposure to properties in the area, and open areas for development or redevelopment. Due to the potential transportation impact-causing activities, this project may influence nearby land uses or stimulate growth. Therefore, a detailed indirect and cumulative effects screening is provided in Appendix D of the attached Combined Community Characteristics Report.

WILD AND SCENIC RIVER SYSTEM

The project will not impact any designated Wild and Scenic Rivers or any rivers included in the list of study rivers (Public Law 90-542, as amended) or North Carolina Natural and Scenic Rivers.

ESSENTIAL FISH HABITAT

The project will not impact any essential fish habitat afforded protection under the Magnuson-Stevens Act of 1996 (16 U.S.C 1801 *et seq.*).

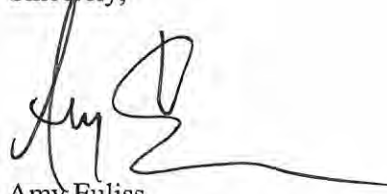
REGULATORY APPROVALS

Application is hereby made for a Department of the Army Section 404 Individual Permit as required for the above-described activities for the proposed T.I.P. Project U-5551.

We are also hereby requesting a Section 401 Water Quality Certification from the NCDWR. In compliance with Section 143-215.3D(e) of the NCAC, we will provide \$570.00 to act as payment for processing the Section 401 permit.

Thank you for your time and assistance with this project. Please contact Amy Euliss before November 18, 2015 at aeuliss@ncdot.gov or at (336) 747-7802 and on or after November 18, 2015, please contact Jim Mason at jmason@ncdot.gov or (919) 707-6136 if you have any questions or need additional information.

Sincerely,



Amy Euliss
NCDOT Division 9 DEO

Attachments: US Army Corps Individual Permit application, the NCDENR Division of Mitigation Services (NCDMS) Acceptance Letter, Agreement for Sale of Stream Mitigation (SMS) Credits from American Wetlands for previously permitted impacts, Combined Community Characteristics Report, Stormwater Management Plan, Village of Clemmons Phase II approval letter, USFWS concurrence request and approval letters, Cultural Resource Effects letters, Conceptual Access points map, Adjacent Property Owners Contact Information, and Permit Drawings

cc: Sue Homewood, NCDWR WSRO
Dave Wanucha, NCDWR WSRO
Wright Archer, NCDOT Division 9 District 2 District Engineer
Jim Mason, NCDOT PDEA Natural Environment Section
Phil Suggs, NCDOT Roadside Environmental
Larry Kirby, Village of Clemmons Manager

U.S. ARMY CORPS OF ENGINEERS
APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT
33 CFR 325. The proponent agency is CECW-CO-R.

OMB APPROVAL NO. 0710-0003
EXPIRES: 28 FEBRUARY 2013

Public reporting for this collection of information is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of the collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters, Executive Services and Communications Directorate, Information Management Division and to the Office of Management and Budget, Paperwork Reduction Project (0710-0003). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to either of those addresses. Completed applications must be submitted to the District Engineer having jurisdiction over the location of the proposed activity.

PRIVACY ACT STATEMENT

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by Federal law. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and/or instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE
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(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME First - Pat Middle - Last - Ivey Company - North Carolina Department of Transportation - Division 9 E-mail Address - pivey@ncdot.gov			8. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required) <i>CO-applicant's</i> First - Larry Middle - Last - Kirby Company - Village of Clemmons E-mail Address - LKirby@clemmons.org		
6. APPLICANT'S ADDRESS: Address- 375 Silas Creek Parkway City - Winston Salem State - NC Zip - 27127 Country - USA			9. AGENT'S ADDRESS: Address- 3715 Clemmons Rd City - Clemmons State - NC Zip - 28621 Country - USA		
7. APPLICANT'S PHONE NOs. w/AREA CODE a. Residence b. Business c. Fax 336-747-7800 336-703-6693			10. AGENTS PHONE NOs. w/AREA CODE a. Residence b. Business c. Fax 336-766-7511		

STATEMENT OF AUTHORIZATION

11. I hereby authorize, _____ to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

SIGNATURE OF APPLICANT DATE

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE (see instructions) U-5551 Village Point Drive	
13. NAME OF WATERBODY, IF KNOWN (if applicable) See Resource Status section in attached cover letter.	14. PROJECT STREET ADDRESS (if applicable) Address Village Point Drive
15. LOCATION OF PROJECT Latitude: +N 36.05273 Longitude: +W -80.391682 City - Clemmons State- NC Zip- 27012	
16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions) State Tax Parcel ID Municipality Section - Township - Range -	

17. DIRECTIONS TO THE SITE

Please see attached vicinity map and cover letter.

18. Nature of Activity (Description of project, include all features)

The North Carolina Department of Transportation (NCDOT) proposes to construct a two-lane road with a center turn lane on new location in the Village of Clemmons, Forsyth County. The road will extend the existing Village Point Drive and connect to Towncenter Drive. This road is part of the Village of Clemmons Small Area Plan which can be found on their website (<http://www.clemmons.org>).

19. Project Purpose (Describe the reason or purpose of the project, see instructions)

The purpose and need of the project is to improve access to a 203 acre comprehensively planned area in the Village of Clemmons for economic development.

USE BLOCKS 20-23 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

Proposed impacts are required to construct a road on new location, connecting existing Village Point Dr. to existing Towncenter Dr.

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards:

Type Amount in Cubic Yards	Type Amount in Cubic Yards	Type Amount in Cubic Yards
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See attached cover letter/permit drawings

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

Acres See attached cover letter/permit drawings

or

Linear Feet See attached cover letter/permit drawings

23. Description of Avoidance, Minimization, and Compensation (see instructions)

See attached cover letter.

24. Is Any Portion of the Work Already Complete? Yes No IF YES, DESCRIBE THE COMPLETED WORK

Your office was notified on May 4, 2015 that a contractor working for the Village of Clemmons cleared the majority of the project area. Trees that were dropped in the wetland were removed. No other work has been completed at this time.

25. Addresses of Adjoining Property Owners, Lessees, Etc.. Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

a. Address- see attached.

City - State - Zip -

b. Address-

City - State - Zip -

c. Address-

City - State - Zip -

d. Address-

City - State - Zip -

e. Address-

City - State - Zip -

26. List of Other Certificates or Approvals/Denials received from other Federal, State, or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED
USACE	404 approval	201100800	April 12, 2011	April 29, 2011	
DENR-DWQ(R)	401 approval	2011-0359	April 12, 2011	September, 29, 2011	
USACE	approved JD	201100800	NA	July 23, 2015	
DENR-DWR	stream determination	NA	NA	May 26, 2015	

* Would include but is not restricted to zoning, building, and flood plain permits

27. Application is hereby made for permit or permits to authorize the work described in this application. I certify that this information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.


SIGNATURE OF APPLICANT

11-17-15
DATE

SIGNATURE OF AGENT DATE

The Application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.



PAT MCCRORY
Governor

DONALD R. VAN DER VAART
Secretary

November 17, 2015

Ms. Amy Euliss
NCDOT Division 9 Environmental Officer
North Carolina Department of Transportation
375 Silas Creek Parkway
Winston-Salem, North Carolina 27127

Dear Ms. Euliss:

Subject: Mitigation Acceptance Letter:

Division 9, TIP U-5551, New Route (Village Point Dr) east of SR 1101 (Harper Rd) to SR 1103 (Lewisville-Clemmons Rd), Forsyth County; WBS No 46310.1.1

The purpose of this letter is to notify you that the Division of Mitigation Services (DMS) will provide the compensatory stream and wetland mitigation for the subject project. Based on the information supplied by you on November 17, 2015, the impacts are located in CU 03040101 of the Yadkin River basin in the Central Piedmont (CP) Eco-Region, and are as follows:

Yadkin 03040101 CP	Stream			Wetlands			Buffer (Sq. Ft.)	
	Cold	Cool	Warm	Riparian	Non-Riparian	Coastal Marsh	Zone 1	Zone 2
Impacts (feet/acres)	0	0	437.0	0.38	0	0	0	0

*Some of the stream and wetland impacts may be proposed to be mitigated at a 1:1 mitigation ratio. See permit application for details.

This impact and associated mitigation need were under projected by the NCDOT in the 2015 impact data. DMS will commit to implement sufficient compensatory stream and wetland mitigation credits to offset the impacts associated with this project as determined by the regulatory agencies using the delivery timeline listed in Section F.3.c.iii of the In-Lieu Fee Instrument dated July 28, 2010. If the above referenced impact amounts are revised, then this mitigation acceptance letter will no longer be valid and a new mitigation acceptance letter will be required from DMS.

If you have any questions or need additional information, please contact Beth Harmon at 919-707-8420.

Sincerely,

James B. Stanfill
Credit Management Supervisor

cc: Mr. John Thomas, USACE – Raleigh Regulatory Field Office
Ms. Sue Homewood, NCDEQ – DWR
Ms. Linda Fitzpatrick, NCDOT – PDEA
File: U-5551 – Division 9



**AGREEMENT
for
SALE OF STREAM MITIGATION (SMS) CREDITS**

This Agreement is entered into the 22 of MARCH, 2011 between American Wetlands & Natural Resources Exchange Corporation (American Wetlands), 2310 Ballycairne Court, Reston, VA 20191 and NOVANT HEALTH, INC.

American Wetlands agrees to obligate Stream Mitigation Credits from their Fisher River and Deep Creek Mitigation Banks, located in Surry and Yadkin Counties, NC for purposes of mitigating for impacts for the CLEMMONS-VILLAGE POINT PH.2 Project. American Wetlands warrants that the credits have been released for sale by the Interagency Review Team (IRT).

The price for the sale of 289 SMU's is Two Hundred and Forty Three Dollars (\$ 243.00/credit) for a total of SEVENTY THOUSAND TWO HUNDRED TWENTY SEVEN Dollars (\$ 70,227).

As a condition of obligating the 289 SMU's for NOVANT HEALTH, INC, NOVANT HEALTH, INC agrees to pay a front-end fee of ten percent (10%) of the total cost (\$ 7,022.70) to guarantee that the stream mitigation is held for use at the time the project is approved by the regulatory agencies for construction. The subject fee is non-refundable, but will be credited toward the total mitigation costs when full payment is due. The balance of \$ 63,204.30 will be due at the time NOVANT HEALTH, INC receives the necessary permits from the appropriate regulatory agencies authorizing subject project.

The undersigned individuals represent and warrant that they are authorized to execute subject Agreement on behalf of, respectively, Client and American Wetlands.

("Client")

("American Wetlands")

BY: David G. Park
DAVID G. PARK

BY: J. James Beasley

TITLE: SR. VP REAL ESTATE & CONSTRUCTION

TITLE: PRESIDENT

DATE: 3-22-2011

DATE: 3/25/11



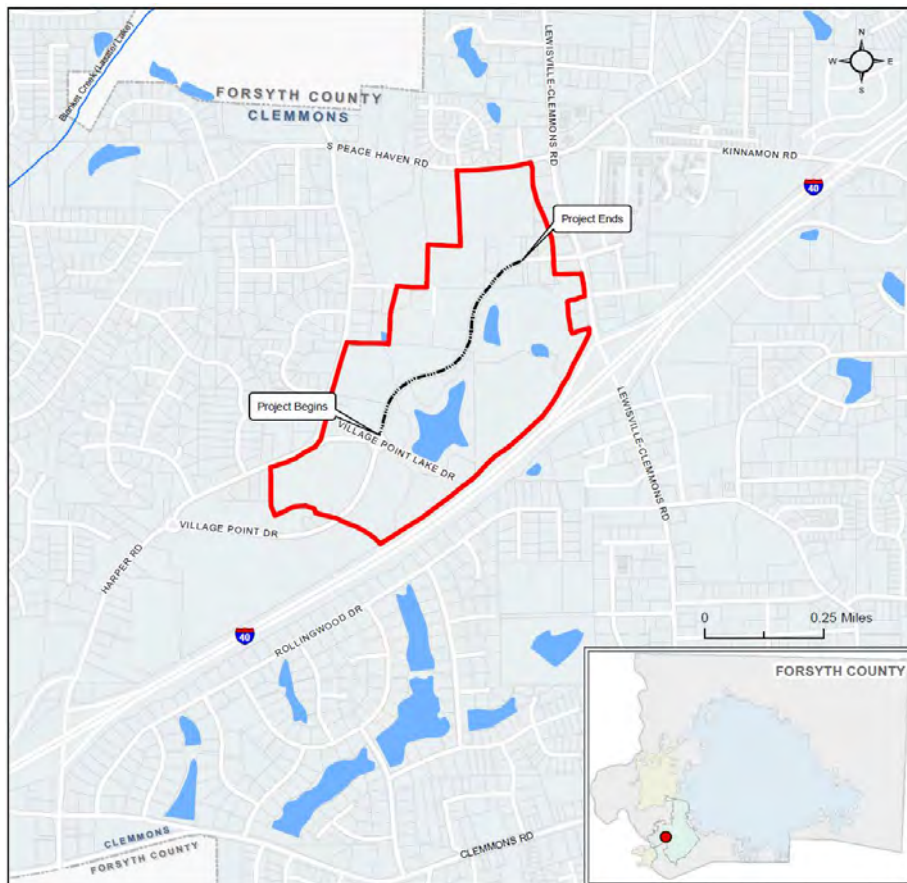
STIP U-5551 Forsyth County

COMBINED COMMUNITY CHARACTERISTICS REPORT AND COMMUNITY IMPACT ASSESSMENT

EXECUTIVE SUMMARY

PLANNER, FIRM:	Simone Robinson, CS	DIVISION: 9	ROUTE:	
NCDOT ENGINEER:	Amy Euliss	WBS: 46310.1.1	AADT: N/A	Proposed right-of-way: <input checked="" type="checkbox"/> No Control <input type="checkbox"/> Partial Control <input type="checkbox"/> Limited Control <input type="checkbox"/> Full Control
NCDOT ENGINEER'S SUPERVISOR:	Pat Ivey, P.E.	Existing No. of Lanes: None	<input type="checkbox"/> Widening	
CS PROJECT COORDINATOR:	Simone Robinson	Existing Median: No	<input type="checkbox"/> Addition of Median(s)	
CS GROUP LEADER APPROVAL:	PROJECT DESCRIPTION: Construct 0.51 mile, three-lane facility on new location east of Harper Rd. (SR 1101) to Lewisville-Clemmons Rd. (SR 1103) in Clemmons.			
PROJECT TYPE: <input type="checkbox"/> PDEA <input checked="" type="checkbox"/> Division <input type="checkbox"/> Locally-Administered Project (LAP)				

Community Context



State Transportation Improvement Project (STIP) U-5551 proposes a new location route connecting Harper Road (SR 1101) to Lewisville-Clemmons Road (SR 1103). Existing Village Point Drive is a 0.60 mile, three-lane connector road located in southwest Clemmons in Forsyth County. The project proposes an additional 0.51 mile, three-lane extension with bike lanes and sidewalks to complete the east-west connector from Village Point Drive to Lewisville-Clemmons Rd. (SR 1103). The primary purpose of this project is to create jobs by completing road construction that improves access to a 203 acre comprehensively planned area in the Village of Clemmons, and to alleviate congestion on Lewisville-Clemmons Road.

The Direct Community Impact Area (DCIA) for the proposed project is bound by Harper Road to the west, S. Peace Haven Road to the north, Lewisville-Clemmons Road on the east, and I-40 on the south. The DCIA contains a mix of undeveloped forested land and developed parcels (commercial/retail, office, multi-family residential, established single family residential and institutional). The primary commercial corridor for the Village of Clemmons is located along Lewisville-Clemmons Road, just east of the DCIA.

Notable Characteristics

- Census data does not indicate a notable presence of populations meeting the criteria for Environmental Justice within the Demographic Study Area (DSA), nor were minority, low-income, or non-EJ Title VI communities observed within the Direct Community Impact Area (DCIA) during the field visit.
- Census data does not indicate Limited English Proficiency (LEP) populations meeting the US Department of Justice LEP Safe Harbor threshold or a notable presence within the Demographic Study Area.
- Village Point Lake and greenway, a potential Section 4(f) resource, is located adjacent to the project corridor. The lake is a part of the North Carolina Wildlife Resources Commission Community Fishing Program, and features a fishing pier. The Village Point Lake and greenway is owned by the Village of Clemmons and is open to the public.
- Clemmons Town Center Apartments is a 312 unit multi-family luxury apartment home community located along the south east quadrant of the DCIA. The community includes eight fully constructed buildings, with an additional four to be constructed by March 2016.
- Novant Health System plans to construct two additional 20,000 sq. ft. medical office buildings adjacent to the Clemmons Medical Center, west of the DCIA.
- Peace Haven Village is a proposed mixed-use commercial development to be constructed at the southwest quadrant of Lewisville-Clemmons Rd. and S. Peace Haven Rd. in the northwest quadrant of the DCIA. The site will contain a grocery store, retail, restaurant, and financial services.
- There are three reasonably foreseeable STIP projects within three miles of U-5551. STIP B-5152: Replace bridge number 330095 on Lasater Rd. (SR 1100) over Blanket Creek in Clemmons, Forsyth County. STIP I-5794: I-40 Interstate maintenance (pavement rehabilitation) from Harper Rd. (SR 1101) in Clemmons, Forsyth County to 0.3 miles west of NC 801 in Bermuda Run, Davie County. STIP U-2707: Idols Rd. (SR 3000) two-lane shoulder section on new location from Hampton Rd. (SR 2999) to U.S. 158 in Clemmons, Forsyth County.
- Village Point Drive, Village Point Lake Drive, and Harper Road have five-foot sidewalks and dedicated bicycle lanes on both sides.
- The Village Point Greenway is an approximately 0.75 mile trail around Village Point Lake with an additional segment adjacent to Frank Morgan Elementary School. The Village plans to develop a series of multi-use paths and greenway connectors to link various destinations within the Village Point Area including: Novant Health Clemmons Medical Center, Clemmons Town Center Apartments, and Village Point Lake Fishing Area.

Potential Project Impacts

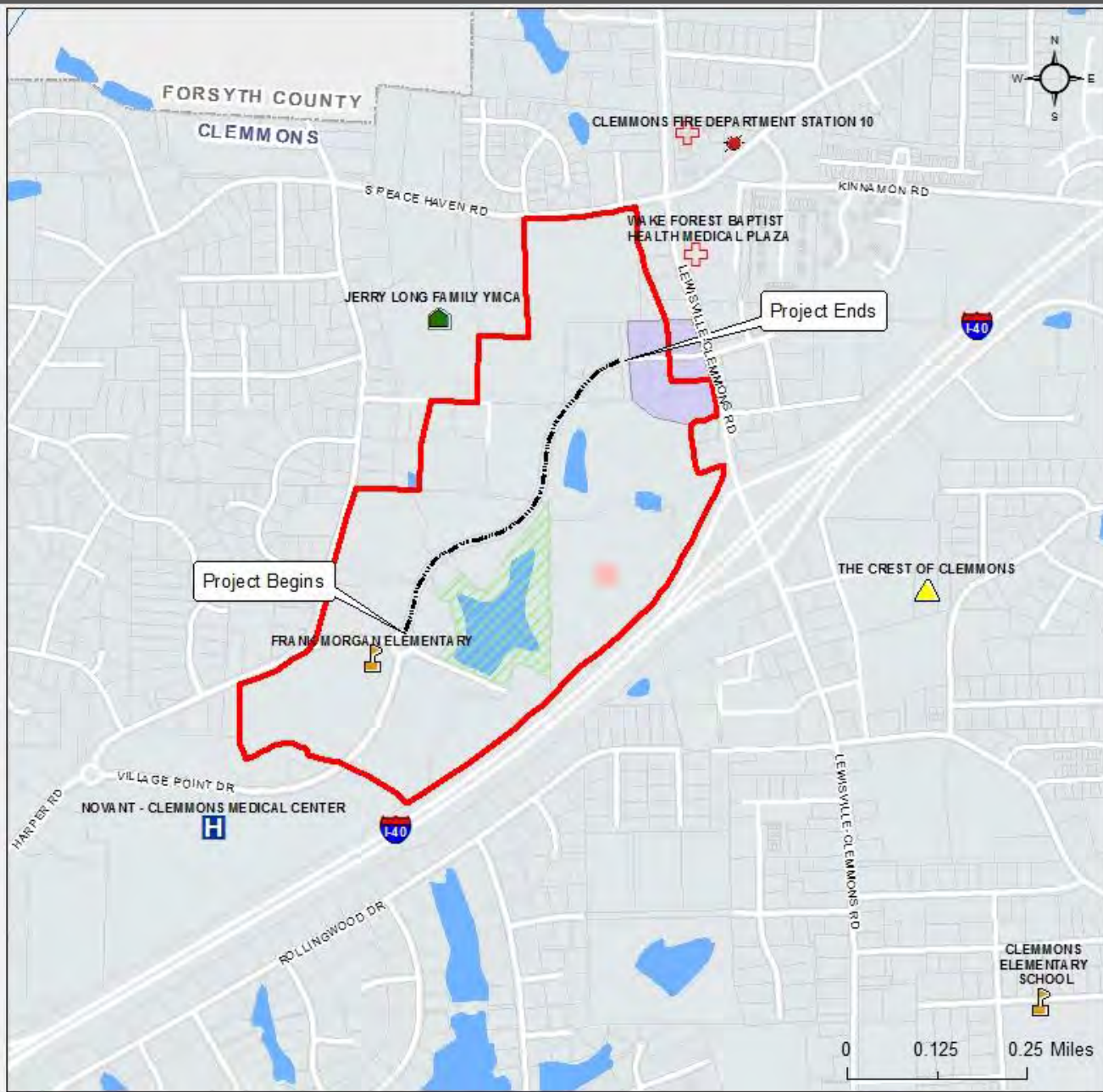
- The proposed project's inclusion of bike lanes and sidewalks will expand the current network of bicycle and pedestrian facilities. If additional access points from the newly constructed sidewalks to the Village Point Lake Greenway are included, it will result in a positive impact to multi-modal facilities.
- The proposed project will expand access from Lewisville-Clemmons Rd. to Frank Morgan Elementary School, Village Point Lake and Greenway and future developments. The project will also enhance public safety by providing a quicker route to the Novant Health medical campus, resulting in a positive impact to access.

Recommendations**Indirect and Cumulative Effects Statement**

- The project may alter traffic capacity or travel patterns, reduce travel time, affect access to and exposure to properties in the area, and open areas for development or redevelopment. Due to the potential transportation impact-causing activities, this project may influence nearby land uses or stimulate growth. Therefore, a detailed indirect and cumulative effects screening is provided in Appendix D.



COMMUNITY CONTEXT MAP



DCIA	EMS Locations	Community Centers	Clemmons Village West
Village Point Drive Extension	Hospitals	Village Point Lake Recreational Area	
Clemmons Roads	Medical Facilities	Schools	
Clemmons Parcels	Retirement Homes	Clemmons Town Center Apartments	


NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

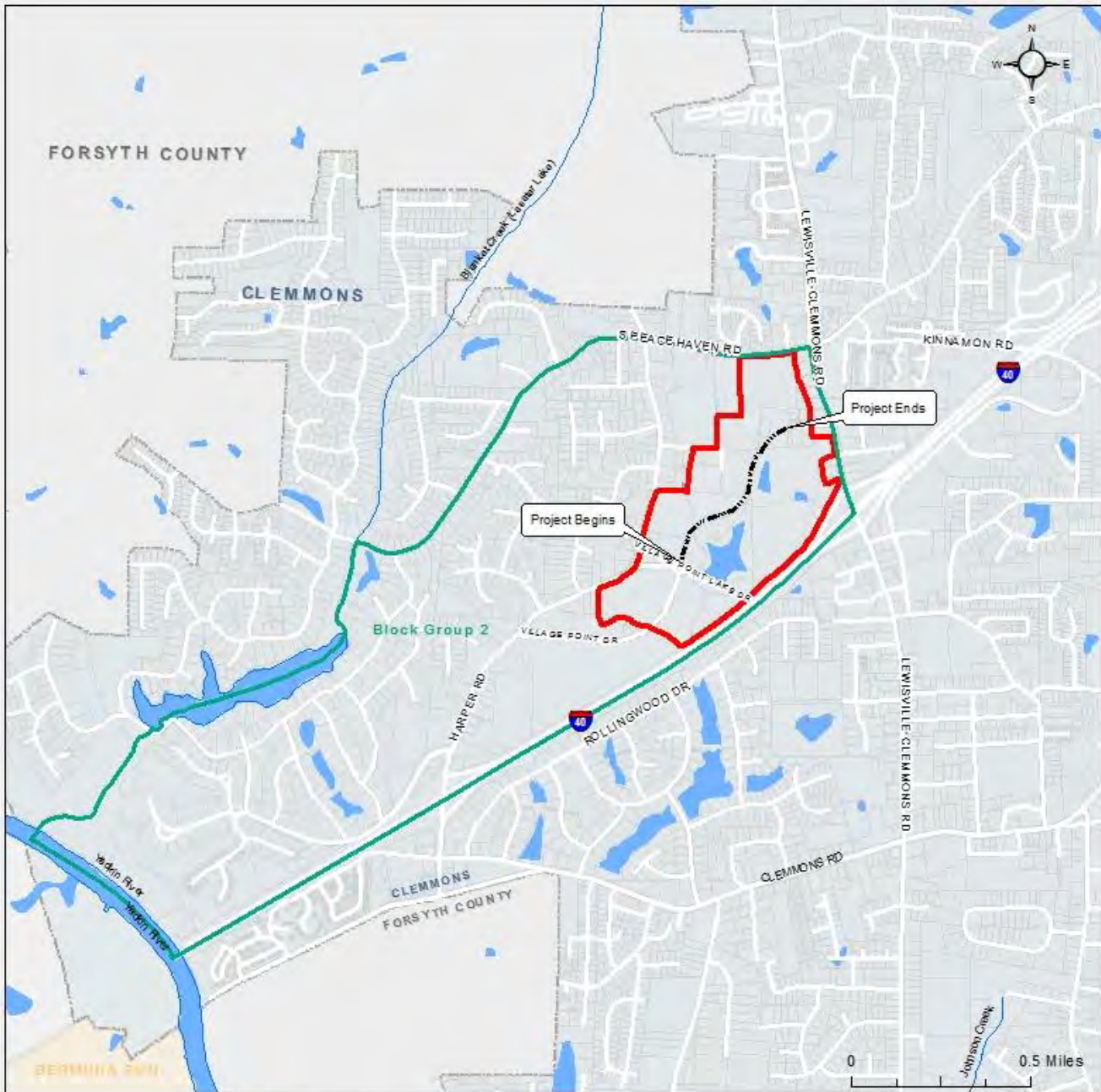
COMMUNITY CONTEXT MAP
VILLAGE POINT DRIVE EXTENSION
VILLAGE POINT LAKE DRIVE TO TOWN CENTER DRIVE
CLEMMONS, FORSYTH COUNTY








STIP PROJECT U-5551

FIGURE
2



DEMOGRAPHIC STUDY AREA



- | | | |
|---|--|--|
|  2010 CT 004013 BG 2 |  Clemmons Roads |  Forsyth County |
|  DCIA |  Clemmons Parcels | |
|  Village Point Drive Extension |  Clemmons | |



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

DSA MAP
VILLAGE POINT DRIVE EXTENSION
VILLAGE POINT LAKE DRIVE TO TOWN CENTER DRIVE
CLEMMONS, FORSYTH COUNTY

FIGURE 3

STIP PROJECT U-5551



REGULATORY APPLICATIONS INVENTORY & SCREENING

Threshold Laws Possibly Affecting Class of Action	Presence
<p>ENVIRONMENTAL JUSTICE [EJ] AND TITLE VI POPULATIONS <i>Are there any populations living in the Demographic Study Area that meet the criteria for Environmental Justice and/or Title VI? If so, note which groups are present (check all that apply):</i> <input type="checkbox"/> Minority <input type="checkbox"/> Low-Income <input type="checkbox"/> Title VI (non-EJ)</p>	<input checked="" type="checkbox"/> Not present according to Census data and observation/local input <input type="checkbox"/> Present ; Census data indicates presence but there is no observation/local input to confirm <input type="checkbox"/> Present ; Census data does not indicate presence but communities were observed <input type="checkbox"/> Present according to Census data and observation/local input
<p>LIMITED ENGLISH PROFICIENCY [LEP] OR LANGUAGE ASSISTANCE [LA] POPULATIONS <i>Are there any populations living in the Demographic Study Area that meet the criteria for Limited English Proficiency? Are there any populations within the Demographic Study Area that do not meet the LEP threshold but do meet the criteria for Language Assistance?</i></p>	<input checked="" type="checkbox"/> No LEP or LA <input type="checkbox"/> No LEP, but LA population is present <input type="checkbox"/> LEP population present <input type="checkbox"/> [and LA population present]
<p>POTENTIAL SECTION 4(F) PUBLIC RECREATIONAL RESOURCES <i>Are there any properties or areas that may be impacted by the project that are or may be protected under Section 4(f) (not including historic properties and/or districts)?</i> Village Point Lake, a potential Section 4(f) resource, is located adjacent to the project corridor. The lake is surrounded by a greenway, with plans to connect with other greenways and sidewalks in the future. The lake is a part of the North Carolina Wildlife Resources Commission Community Fishing Program, and features a fishing pier. NCWRC stocks the lake with Channel catfish, Largemouth bass, and Sunfish. Village Point Lake and greenway is owned by the Village of Clemmons and is open to the public.</p>	<input checked="" type="checkbox"/> Present ; adjacent to/accessed from the project corridor <input type="checkbox"/> Not present ; present in DCIA but not adjacent to or accessed from the project corridor <input type="checkbox"/> Not present within DCIA
<p>SECTION 6(F) LAND & WATER CONSERVATION FUND RESOURCES <i>Are there any areas protected under Section 6(f) in the Direct Community Impact Area?</i></p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p>FARMLAND PROTECTION POLICY ACT [FPPA]SOILS <i>Are there any farmland soils eligible for protection under the US Farmland Protection Policy Act [FPPA] within the project footprint? (See Appendix for NRCS Farmland Conversion Impact Rating)</i></p>	<input type="checkbox"/> Present in the project footprint <input checked="" type="checkbox"/> Not present ; present in the DCIA but not in the project footprint, or not relevant due to location in an urbanized area.
<p>VOLUNTARY & ENHANCED VOLUNTARY AGRICULTURAL DISTRICTS [VAD/EVAD] <i>Is there a Voluntary Agricultural District or Enhanced Voluntary Agricultural District in the Direct Community Impact Area?</i></p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

COMMUNITY CHARACTERISTICS & NOTABLE FEATURES

Community Resource	Presence
<p>AGRICULTURAL OPERATIONS <i>Are there any active agricultural operations located in the Direct Community Impact Area?</i></p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p>NOTABLE POPULATION GROWTH OR DECLINE <i>Has the Demographic Study Area experienced notable population growth or decline in recent years? If the average annualized Demographic Study Area population growth is higher than 1.5%, note the growth in the county and how it compares.</i> <input type="checkbox"/> Decline <input type="checkbox"/> Greater than 1.5% annual growth (in DSA)</p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO



<p>DEVELOPMENT ACTIVITY <i>Has recent development activity occurred in the Direct Community Impact Area and/or are there known plans for public or private development activity in the Direct Community Impact Area?</i></p> <p>Clemmons Town Center Apartments: A multi-family luxury apartment home community located along the south east quadrant of the DCIA. The 24.32 acres community includes eight fully constructed buildings, with an additional four to be constructed by March 2016, for a total of 312 units.</p> <p>Novant Health System: A proposed medical support services project to be constructed adjacent to the Clemmons Medical Center, west of the DCIA. The project proposes the construction of two additional 20,000 sq. ft. medical office buildings. The property is a part of the 124 acre Novant Master Plan approved by the Village of Clemmons in 2009.</p> <p>Peace Haven Village: A proposed mixed-use commercial development to be constructed at the southwest quadrant of Lewisville-Clemmons Rd. and S. Peace Haven Rd. in the northwest quadrant of the DCIA. The site will contain a grocery store, retail, restaurant, and financial services.</p>	<p><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p>
<p>LOCAL AREA PLANS/GOALS <i>Are there any local area plans, goals, or zoning initiatives specifically affecting the Direct Community Impact Area (e.g. bicycle, pedestrian, greenway, or transit plan; small area plan; long-range growth plan; thoroughfare plan; etc.)?</i></p> <p>Village Point Small Area Plan (2003): Developed for the Village of Clemmons with input from citizens through a charrette process. The plan includes a development market analysis, an analysis of the transportation network, detailed plans and key recommendations for designated areas within the approximately 340 acre planning area, design guidelines, proposed rezoning, and an overall future land use plan. It is stated that the plan will be implemented using two tools; the Regulating Plan and the Zoning Map. Planned development includes various forms of medium and high density residential, park/open space, office, office campus, neighborhood retail, a village center, mixed-use and institutional.</p> <p>Village of Clemmons Transportation Plan (2009): Guides transportation decisions, and is used for input to the Winston-Salem Urban Area Metropolitan Planning Organization. The plan recommends widening improvements to Lewisville-Clemmons Road, South Peace Haven Road and constructing the proposed project, which is identified as a proposed collector street. The plan also outlines the development of a multi-modal system of bike lanes, sidewalks throughout the Village, and greenways along Muddy Creek and Blanket Bottom Creek.</p> <p>Clemmons Community Compass Comprehensive Plan (2010): This plan “serves as a guide for land use decisions and future planning needs of the Village.” More specifically, this plan addresses land use and development through 2030 and is focused on currently un-incorporated areas of Forsyth County outside of the municipal boundary, but within the ETJ.</p>	<p><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p>
<p>STIP PROJECTS <i>Are there any reasonably foreseeable STIP projects within 3 miles of this project and/or that have the potential to affect or be affected by this project?</i></p> <p>B-5152: Replace bridge number 330095 on Lasater Rd. (SR 1100) over Blanket Creek in Clemmons, Forsyth County. Construction Year: 2017</p> <p>I-5794: I-40 Interstate maintenance (pavement rehabilitation) from 0.3 miles west of NC 801 in Bermuda Run, Davie County to Harper Rd. (SR 1101) in Clemmons, Forsyth County. Construction Year: 2018</p> <p>U-2707: Idols Rd. (SR 3000) two-lane shoulder section on new location from Hampton Rd. (SR 2999) to U.S. 158 in Clemmons, Forsyth County. Construction Year: 2016</p>	<p><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p>
<p>BICYCLE, PEDESTRIAN AND/OR GREENWAY FACILITIES <i>Are bicycle, pedestrian, or greenway facilities located in the Direct Community Impact Area?</i></p> <p>Village Point Drive, Village Point Lake Drive, and Harper Road have five-foot sidewalks and dedicated bicycle lanes on both sides.</p> <p>The Village Point Greenway is an approximately 0.75 mile trail around Village Point Lake with an additional segment adjacent to Frank Morgan Elementary School. The Village plans to develop a series of multi-use paths and greenway connectors to link various destinations within the Village Point Area including: Novant Health Clemmons Medical Center, Clemmons Town Center Apartments, and Village</p>	<p><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p>



Point Lake Fishing Area.	
<p>BICYCLE/PEDESTRIAN ACTIVITY <i>Were bicyclists or pedestrians observed in the Direct Community Impact Area?</i></p> <p>Pedestrians were observed on Village Point Lake Drive near the Village Point Lake Fishing Area and Greenway.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p>TRANSIT ROUTES, FACILITIES, AND/OR ACTIVITY <i>Were bus routes observed in the Direct Community Impact Area on the site visit? Were any riders observed using these facilities? Were any of these riders members of special populations?</i></p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p>ACCESS DRIVEWAYS AND CROSS STREETS <i>Are there any driveways or intersections located along the project corridor?</i></p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p>TRAFFIC GENERATING FACILITY OR NODE <i>Is there a node or facility that generates a notable level of vehicular or pedestrian traffic in the Direct Community Impact Area?</i></p> <p>Clemmons Town Center Apartments is a 312 unit multi-family luxury apartment home community located along the southeast quadrant of the DCIA.</p> <p>Clemmons Village West Shopping Center is a mixed-use commercial activity center development located on Towncenter Drive at the northern terminus of the Village Point Drive extension. The site features retail, personal services, financial services, and restaurants.</p> <p>Frank Morgan Elementary School is a Winston-Salem/ Forsyth County Schools system public elementary school located on Village Point Drive in the northwest quadrant of the DCIA. It provides kindergarten thru fifth grade instruction to approximately 600 students.</p> <p>Novant Health Clemmons Medical Center is a 35,000 sq. ft. medical facility that includes a 24/7 emergency room, an imaging center and an outpatient surgery center.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p>BUSINESS AND ECONOMIC RESOURCES <i>Are any specific business and/or economic resources present in the Direct Community Impact Area (e.g. business parks, distribution centers, manufacturing facilities, etc.)?</i></p> <p>Novant Health Clemmons Medical Center is a 35,000 sq. ft. medical facility that includes a 24/7 emergency room, an imaging center and an outpatient surgery center.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p>BUSINESS AND ECONOMIC TRANSPORTATION ACTIVITY <i>Is there any documented activity related to goods movement in the Direct Community Impact Area (e.g. tractor-trailers, logging trucks, tractors or other agricultural equipment, or industrial traffic)?</i></p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p>EMERGENCY MANAGEMENT SERVICES (EMS) OPERATIONS <i>Did the EMS local official note any emergency services operations within the Direct Community Impact Area that may be affected by the project, such as stations or corridors that are primary response routes?</i></p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p>SCHOOL BUS ROUTES <i>Did the local school transportation official note any school bus routes within the Direct Community Impact Area that may be affected by the project?</i></p> <p>Twenty-two (22) buses travel to and from Morgan Elementary school each day. School buses enter from the north and south on Harper Rd. and turn in at Village Point Drive.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p>SPECIAL POPULATIONS <i>Are there any special populations (e.g. tribal groups connected with land, religious, ethnic or other groups with special mobility needs, different outreach needs, etc.) located in the Direct Community Impact Area?</i></p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO



<p>SOCIO-ECONOMIC RESOURCES <i>Are there any notable socio-economic resources located in the Direct Community Impact Area, including places of worship, private and/or public schools, daycares, cemeteries, private or public social service agencies, community facilities, etc.?</i></p> <p>Frank Morgan Elementary School provides kindergarten thru fifth grade instruction to approximately 600 students.</p> <p>Jerry Long Family YMCA is a 88,000 sq. ft. community center located on S. Peace Haven Rd., adjacent to the DCIA. It provides adult fitness and wellness programs and youth development programs and activities to its 14,000 members. The JLF YMCA is considered by Village residents as the “lively hub of Clemmons” and hosts annual community tournaments.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p>COMMUNITY COHESION <i>Were any specific signs or indicators of community cohesion observed /found within the Direct Community Impact Area?</i></p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p>COMMUNITY SAFETY <i>Are there any existing or perceived crime or safety issues in the Direct Community Impact Area, including high crash rates, unsafe facilities, inadequate lighting and/or isolated areas?</i></p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p>OTHER RECREATIONAL RESOURCE(S) OR ACTIVITY <i>Is there any other recreational resource or observed activity in the Direct Community Impact Area (that is not a potential 4(f))?</i></p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p>AREA/COMMUNITY CONCERNS <i>Are there any known community concerns or controversy relative to the project?</i></p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

<p>NOTABLE COMMUNITY IMPACTS <i>If multiple impacts are anticipated within one category please list them in bulleted form. For each anticipated impact, describe the impact and note the degree of impact (negative - high, moderate, low; or positive) in the far right column. High = Red, Moderate = Orange, Low = Yellow, Positive = Green</i></p>		
<p>ENVIRONMENTAL JUSTICE AND TITLE VI POPULATIONS <i>Is the project likely to have a disproportionately high and adverse impact on identified Environmental Justice and/or Title VI populations in the Direct Community Impact Area?</i></p>	<input checked="" type="checkbox"/> No impacts; no EJ or Title VI population present <input type="checkbox"/> No impacts; EJ and/or Title VI population present <input type="checkbox"/> Community Impacts; no EJ or Title VI population present <input type="checkbox"/> Impacts; EJ and/or Title VI population present; “No” finding <input type="checkbox"/> Impacts; EJ and/or Title VI population present; “Yes” finding	
<p>POTENTIAL SECTION 4(F) PUBLIC RECREATIONAL RESOURCES <i>Is the project likely to impact identified Section 4(f) public recreational resources?</i></p> <p>While a potential Section 4(f) resource is located adjacent to the project corridor, impacts to the use and/or access of this resource are not anticipated.</p>	<input type="checkbox"/> Impact anticipated; resource present <input checked="" type="checkbox"/> No impact anticipated; resource present <input type="checkbox"/> De minimis impact anticipated; resource present <input type="checkbox"/> No impact anticipated; no resource present	



<p>SECTION 6(F) LAND & WATER CONSERVATION FUND RESOURCES <i>Is the project likely to impact identified Section 6(f) Land & Water Conservation Fund Resources?</i></p>	<p><input type="checkbox"/> Impact anticipated; resource present</p> <p><input checked="" type="checkbox"/> No impact anticipated; resource present</p> <p><input type="checkbox"/> No impact anticipated; no resource present</p>	
<p>FARMLAND PROTECTION POLICY ACT [FPPA] SOILS <i>Is the project likely to have a notable impact on identified Farmland Protection Policy Act soils?</i></p>	<p><input type="checkbox"/> Are present in the project footprint and exceed threshold</p> <p><input type="checkbox"/> Are present in the project footprint but do not exceed threshold</p> <p><input checked="" type="checkbox"/> Not present in the project footprint</p>	
<p>VOLUNTARY & ENHANCED VOLUNTARY AGRICULTURAL DISTRICTS [VAD/EVAD] <i>Is the project likely to impact designated Voluntary Agricultural Districts or Enhanced Voluntary Agricultural Districts?</i></p>	<p><input type="checkbox"/> Impact anticipated; resource present</p> <p><input type="checkbox"/> No impact anticipated; resource present</p> <p><input checked="" type="checkbox"/> No impact anticipated; no resource present</p>	
<p>AGRICULTURAL OPERATIONS <i>Is the project likely to impact identified agricultural operations?</i></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	
<p>COMMUNITY RESOURCES <i>Is the project likely to impact identified community resources (e.g. recreational, socio-economic, etc.)?</i></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	
<p>LOCAL AREA PLANS/GOALS <i>Is the project inconsistent with existing plans, regulations, and policies at the local, regional, or state level?</i></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	
<p>MULTI-MODAL FACILITIES AND ACTIVITY <i>Is the project likely to result in impacts to multi-modal facilities or bicycle, pedestrian or transit use?</i></p> <p>The proposed project's inclusion of bike lanes and sidewalks will expand the current network of bicycle and pedestrian facilities. If additional access points from the newly constructed sidewalks to the Village Point Lake Greenway are included, it will result in a positive impact to multi-modal facilities.</p>	<p><input checked="" type="checkbox"/> YES</p> <p><input type="checkbox"/> NO</p>	
<p>ACCESS, ACCESSIBILITY AND MOBILITY <i>Are there any access, accessibility, or mobility impacts likely to be associated with this project (e.g. barrier effect, multi-modal accommodation, available detours, non-motorist access to properties and facilities, emergency services response, school bus routing)?</i></p> <p>The proposed project will expand access from Lewisville-Clemmons Rd. to Frank Morgan Elementary School, Village Point Lake and Greenway and future developments. The project will also enhance public safety by providing a quicker route to the Novant Health medical campus.</p>	<p><input checked="" type="checkbox"/> YES</p> <p><input type="checkbox"/> NO</p>	
<p>BUSINESS AND ECONOMIC RESOURCES <i>Is the project likely to result in impacts to business and economic resources?</i></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	
<p>COMMUNITY COHESION <i>Is the project likely to alter the overall functioning of an identifiable district (e.g. interactions between, or isolation of, persons and groups; or change in the physical makeup of the community)? Is the project likely to disrupt connections between neighborhoods and commercial, recreational, institutional and employment areas?</i></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	
<p>COMMUNITY SAFETY <i>Is the project likely to impact any existing or perceived crime or safety issues?</i></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	
<p>AREA/COMMUNITY CONCERNS</p>	<p><input type="checkbox"/> YES</p>	



<p><i>Is the project likely to be incompatible with or not address community concerns?</i></p>	<input checked="" type="checkbox"/> NO
<p>OTHER <i>Are there any other potential impacts associated with the project?</i></p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p>RECURRING EFFECTS <i>Is the project likely to result in recurring effects on any populations and communities within the Direct Community Impact Area?</i></p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p>Indirect and Cumulative Effects [Transportation Impact-Causing Activities (TICAs)] *A confirmed TICA requires completion of the ICE screening tool. Include the appropriate standard language paragraph in the Executive Summary.</p>	
<p>TRAVEL TIMES <i>Will the project result in travel time savings of more than one minute?</i></p> <p>Travel time from the project's proposed northern terminus at the western end of existing Towncenter Drive to the southern terminus on existing Village Point Drive while utilizing the existing road network (Lewisville-Clemmons Road, South Peace Haven Road, Harper Road, and existing Village Point Drive) was estimated to be 4 minutes over an approximate distance of 1.7 miles. The total distance of the proposed new location roadway is approximately 0.5 miles and it is assumed that the posted speed limit will be 35-mph. Therefore, total travel time along the new roadway will be approximately 1 minute and savings over the existing route is estimated to be approximately 3 minutes.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p>NEW NETWORK CONNECTIONS <i>Will the project permanently add to the existing road network (i.e. new connections or increased capacity)?</i></p> <p>The project proposes a new location route connecting Lewisville-Clemmons Rd. to Harper Rd.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p>PROPERTY ACCESS <i>Will the project provide new or expanded access to properties?</i></p> <p>The proposed project will expand access to Frank Morgan Elementary School, Novant Heath Clemmons Medical Center, Village Point Lake and Greenway, and future developments by providing an east-west connector street from Lewisville-Clemmons Rd. to Harper Rd.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p>PROPERTY EXPOSURE <i>Will the project permanently increase functional exposure (i.e. Average Daily Traffic volume, increase in multi-modal activity) to any properties in the area?</i></p> <p>The proposed project will increase exposure to adjacent undeveloped parcels.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p>CREATION OF ACTIVITY CENTERS <i>Will the project open areas for concentrated, moderate to high intensity land development or redevelopment?</i></p> <p>The proposed project will improve access to a 203 acre undeveloped comprehensively planned area for the purpose of creating jobs and ensuring the economic vitality of the Village of Clemmons.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p>TICA SUMMARY <i>Will the project result in one or more transportation impact-causing activities?</i></p> <p>The project may alter traffic capacity or travel patterns, reduce travel time, affect access to and exposure to properties in the area, and open areas for development or redevelopment. Due to the potential transportation impact-causing activities, this project may influence nearby land uses or stimulate growth. Therefore, a detailed indirect and cumulative effects screening is provided in Appendix D.</p>	<input type="checkbox"/> Absence of TICAs <input checked="" type="checkbox"/> Presence of TICAs



RECOMMENDATIONS	
AVOIDANCE <i>Alter the project so an impact does not occur.</i>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
MINIMIZATION <i>Modify the project to reduce the severity of an impact.</i>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
MITIGATION <i>Undertake an action to alleviate or offset an impact or to replace an appropriated resource.</i>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
ENHANCEMENT <i>Add a desirable or attractive feature to the project to make it fit more harmoniously into the community.</i>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
OUTREACH TO EJ AND/OR TITLE VI POPULATION(S) <i>Conduct outreach directed to EJ and/or Title VI populations to provide opportunities for their review and input on the proposed project.</i>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
OUTREACH TO LEP POPULATION(S) <i>Conduct outreach directed to LEP populations to provide opportunities for their review and input on the proposed project.</i>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
COORDINATE WITH FHWA REGARDING POTENTIAL SECTION 4(F) RESOURCES	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
COORDINATE WITH NCDENR REGARDING SECTION 6(F) RESOURCES	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
COMPLETE FARMLAND CONVERSION FORM AND SUBMIT TO NRCS	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
EVALUATE ALTERNATIVE(S) THAT UTILIZE A TEMPORARY ON-SITE DETOUR	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
MAINTAIN ACCESS FOR FARM EQUIPMENT & MINIMIZE IMPACTS TO AGRICULTURAL OPERATIONS	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
COORDINATE WITH OTHER LOCAL OFFICIALS OR STAKEHOLDERS	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
PUBLIC INVOLVEMENT DUE TO NOTABLE COMMUNITY CONCERNS <i>Provide opportunities for early and continuing communication between the community and project staff.</i>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
COORDINATE WITH NCDOT DIVISION OF BICYCLE & PEDESTRIAN TRANSPORTATION	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
OTHER <i>Any other recommendations to address potential impacts noted in the previous section. Please list them using bullets.</i>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO



SOURCES

Clemmons, Village of. <http://www.clemmons.org/>

Drabble, Jenny. "20 years of service: Jerry Long YMCA has grown into Clemmons hub," Winston-Salem Journal, July 24, 2013. http://www.journalnow.com/journal_west/news/years-of-service-jerry-long-ymca-has-grown-into-clemmons/article_1d82b18e-f3d4-11e2-aed7-001a4bcf6878.html (Accessed on October 1, 2015).

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APPENDIX ITEMS

- A. Summary of Demographics Used in Tabular Form
- B. Site Photographs
- C. Local Official Input Forms
- D. Indirect and Cumulative Effects Screening



APPENDIX A: SUMMARY OF DEMOGRAPHICS USED IN TABULAR FORM

Population Change - 2000 to 2010						
Geography 2000	Geography 2010	2000	2010	Difference	Percent Change	Annualized Growth Rate
CT 40.06, BG 3	CT 40.13, BG 2	1,129	1,300	171	15.1%	1.4%
DSA Aggregate		1,129	1,300	171	15.1%	1.4%
Forsyth County		306,067	350,670	44,603	14.6%	1.4%
North Carolina		8,049,313	9,535,483	1,486,170	18.5%	1.7%

Source: US Census Bureau, Census 2010 and Census 2000, Summary File 1 100% Data, Table P1 and P001 "Total Population."

Minority Population					
Geography	Total Population	White, Non-Hispanic		Minority Population*	
		#	%	#	%
CT 40.13, BG 2	1,403	1,201	85.6%	202	14.4%
DSA	1,403	1,201	85.6%	202	14.4%
Forsyth County	354,656	207,626	58.5%	147,030	41.5%

* Minority population includes all races that are non-white and Hispanic populations that are also White.

Source: US Census Bureau, American Community Survey 5-year Estimates (2009-2013), Table B03002, "Hispanic or Latino Origin by Race."

Race																	
Geography	Total Population	White		Black or African American		American Indian and Alaska Native Alone		Asian		Native Hawaiian/Pacific Islander		Some Other Race		Two or More Races		Total Non-White	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
CT 40.13, BG 2	1,403	1,266	90.2%	49	3.5%	21	1.5%	34	2.4%	-	0.0%	-	0.0%	33	2.4%	137	9.8%
DSA	1,403	1,266	90.2%	49	3.5%	21	1.5%	34	2.4%	-	0.0%	-	0.0%	33	2.4%	137	9.8%
Forsyth County	354,656	234,728	66.2%	92,612	26.1%	801	0.2%	6,985	2.0%	159	0.0%	13,251	3.7%	6,120	1.7%	119,928	33.8%

Source: US Census Bureau, American Community Survey 5-year Estimates (2009-2013), Table B02001, "Race."



Hispanic or Latino Population					
Geography	Total Population	Hispanic		Not Hispanic	
		#	%	#	%
CT 40.13, BG 2	1,403	65	4.6%	1,338	95.4%
DSA	1,403	65	4.6%	1,338	95.4%
Forsyth County	354,656	42,757	12.1%	311,899	87.9%

Source: US Census Bureau, American Community Survey 5-year Estimates (2009-2013), Table B03002, "Hispanic or Latino Origin by Race."

Limited English Proficiency (LEP)									
Geography	Total Adult Population, 18 years and older	Primary Language Group of Persons Who Speak English Less than Very Well							
		Spanish		Other Indo-Euro		Asian/Pacific		Other	
		#	%	#	%	#	%	#	%
CT 40.13, BG 2	1,053	-	0.0%	-	0.0%	17	1.6%	-	0.0%
DSA Aggregate	1,053	-	0.0%	-	0.0%	17	1.6%	-	0.0%

Source: US Census Bureau, American Community Survey 5-year Estimates (2009-2013), Table B16004, "Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over."

Poverty							
Geography	Total Population for whom Poverty Status is Determined	Below Poverty Level		Very Poor: Under 50% of Poverty Level		Near Poor: Between 100% and 149% of Poverty Level	
		#	%	#	%	#	%
CT 40.13, BG 2	1,362	12	0.9%	12	0.9%	67	4.9%
DSA	1,362	12	0.9%	12	0.9%	67	4.9%
Forsyth County	344,697	64,022	18.6%	29,210	8.5%	35,758	10.4%

Source: US Census Bureau, American Community Survey 5-year Estimates (2009-2013), Table C17002, "Ratio of Income to Poverty Level in the Past 12 Months."



APPENDIX B: SITE PHOTOGRAPHS



Figure 1: Village Point Access Road North Terminus at Towncenter Drive



Figure 2: Village Point Access Road Facing South Terminus at Village Point Drive Traffic Circle



Figure 3: Village Point Drive Traffic Circle Facing Village Point Access Road



Figure 4: Bicycle and Pedestrian Facilities



Figure 5: Village Point Lake Greenway Trail



Figure 6: Village Point Lake Public Fishing Area





Figure 7: Frank Morgan Elementary School



Figure 8: Clemmons Village West Shopping Center



Figure 9: Novant Health Clemmons Medical Center

APPENDIX C: LOCAL OFFICIAL INPUT FORMS



NC Department of Transportation Community Studies Group, Human Environment Section
Local EMS Input Form for
VILLAGE POINT DRIVE COMMUNITY IMPACT ASSESSMENT

Contact Information

Interviewee Name: Daren Ziglar Date: September 3, 2015
 Title/Position: Assistant Chief - Compliance Phone Number: 336-703-2753
 Organization/Agency: Forsyth County Emergency Services - EMS
 Email: ziglardf@forsyth.cc Completed Via: Email Phone

Interview Information/Instructions

If completed by email:

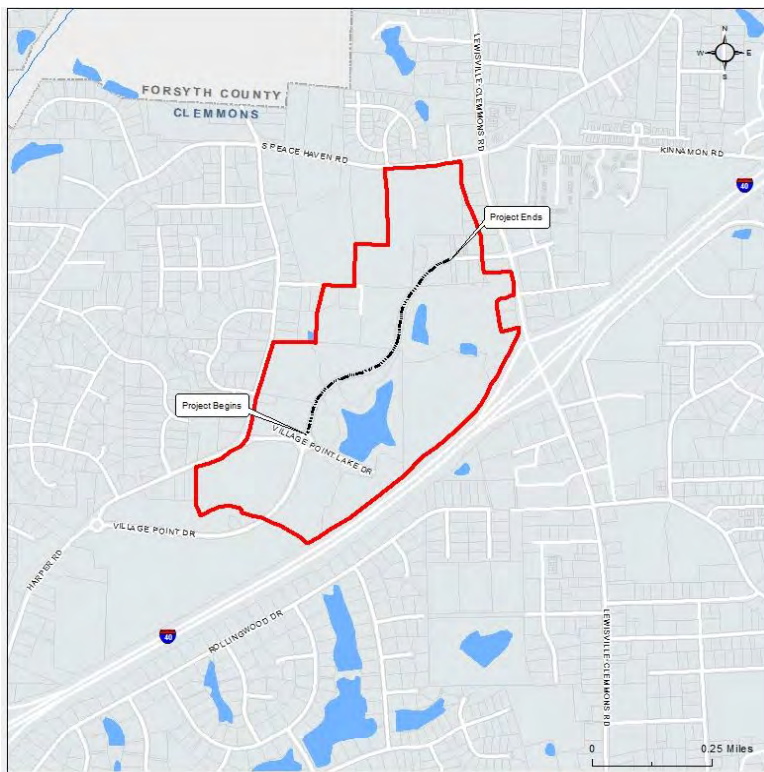
Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save (using the **Save As** command) this file with a new file name for your records and e-mail the **new** file back to the original sender or to srobinson1@ncdot.gov. If you would prefer to complete a hard copy of this form, please send all sheets to the address or fax number below:

NCDOT Human Environment Unit
 1598 Mail Service Center
 Raleigh, NC, 27699-1583
 Fax: (919) 212-5785

Project Information

Project Type: Bridge Corridor

The project proposes a 0.51 mile, three-lane extension of Village Point Drive from Village Point Lake Drive to Town Center Drive in the Village of Clemmons. The proposed extension will include bike lanes and sidewalks.



For all applicable questions, please provide a detailed explanation of your response in the field provided.

Check if item is applicable



<p>1. Are there any concerns related to EMS services for this project? Please be as specific as possible (e.g. location in a high call volume area, closure could affect response to schools, weight restrictions, expected new development in the area, coordination with partner agency required to facilitate service).</p> <p>Don't foresee negative impact on response</p>	<input checked="" type="checkbox"/>
<p>2. Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes?</p>	<input type="checkbox"/>
<p>3. Are there any future time periods or events that you know of where bridge or road closure would be of particular concern?</p>	<input type="checkbox"/>
<p>4. <i>[For bridge projects]</i> Rate the overall impact on emergency services if the bridge were closed for up to a year: <input type="checkbox"/> No Impact <input type="checkbox"/> Low Impact <input type="checkbox"/> Moderate Impact <input type="checkbox"/> High Impact</p>	
<p>5. Are road names referenced by the names locals would use?</p>	<input type="checkbox"/>
<p>6. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)?</p> <p>Clemmons Fire Department</p>	<input checked="" type="checkbox"/>
<p>7. Do you have any other concerns regarding the potential impact of this project on EMS services, or any additional comments? Please be as specific as possible.</p>	<input type="checkbox"/>



**NC Department of Transportation Community Studies Group, Human Environment Section
Local Schools Input Form for
VILLAGE POINT DRIVE COMMUNITY IMPACT ASSESSMENT**

Contact Information

Interviewee Name: Todd Smith
 Title/Position: Supervisor, Southwest Corridor
 Organization/Agency: Winston-Salem/ Forsyth County Schools
 Email: atsmith@wsfcs.k12.nc.us

Date: September 9, 2015
 Phone Number: (336) 748-2287 ext. 34704

Completed Via: Email Phone

Interview Information/Instructions

Interviewed By (Name/Organization): Simone Robinson, Community Studies

If completed by email:

Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save (using the **Save As** command) this file with a new file name for your records and e-mail the **new** file back to the original sender or to srobinson1@ncdot.gov. If you would prefer to complete a hard copy of this form, please send all sheets to the following address or fax number:

NCDOT Human Environment Unit
 1598 Mail Service Center
 Raleigh, NC, 27699-1583
 Fax: (919) 212-5785

Project Information

Project Type: Bridge Corridor

The project proposes a 0.51 mile, three-lane extension of Village Point Drive from Village Point Lake Drive to Town Center Drive in the Village of Clemmons. The proposed extension will include bike lanes and sidewalks.



Check all questions that apply and provide a detailed explanation of your response in the field provided.	Check if item is applicable
1. How many school buses <i>[cross the bridge/pass through the corridor]</i> per day (total # of daily buses, total # daily of trips)? Twenty-two (22) buses travel to and from Morgan Elementary school each day. School buses enter from north and south Harper Rd. and turn in at Village Point Drive.	<input checked="" type="checkbox"/>
2. Is the corridor used by carpool traffic or pedestrians to access local schools? If yes, please describe the location and time(s) of day. Cars currently use Village Point Drive to access school. There are more morning car riders (approximately 200-300 cars in the AM, making up 3 carpool lanes)	<input checked="" type="checkbox"/>
3. <i>[Applicable if schools are located in or near the community study area]</i> Are there any Safe Routes to School plans in place at schools in/near the community study area? Currently no "walk zone" in place for Morgan Elementary School.	<input checked="" type="checkbox"/>
4. Based on your knowledge of the community study area, do you have any concerns with the condition/capacity of potential detour routes or the location of resources along these routes with respect to school traffic?	<input type="checkbox"/>
5. Are there any future time periods or events that you know of where <i>[bridge or road closure/construction]</i> would be of particular concern?	<input type="checkbox"/>
6. <i>[For bridge projects]</i> Rate the overall impact on school transportation if the bridge were closed for up to a year: <input type="checkbox"/> No Impact <input type="checkbox"/> Low Impact <input type="checkbox"/> Moderate Impact <input type="checkbox"/> High Impact	
7. Are road names referenced by the names locals would use? Yes	<input checked="" type="checkbox"/>
8. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)? EMS and Fire, Forsyth County Sheriff, and Larry Curby - Village of Clemmons Town Manager	<input checked="" type="checkbox"/>
9. Are there any other concerns you have regarding the potential impact of this project on school transportation services or any additional comments? Please be as specific as possible. Depending on how the access road is constructed, visibility issues for buses and or potential bus stops may occur as a result of road curves.	<input checked="" type="checkbox"/>

- 600 students attend Morgan Elementary School
- Buses may use new route once completed



**NC Department of Transportation Community Studies Group, Human Environment Section
Local Planner Input Form for
VILLAGE POINT DRIVE COMMUNITY IMPACT ASSESSMENT**

Contact Information

Interviewee Name: Megan Ledbetter
 Title/Position: Village Planner
 Organization/Agency: Village of Clemmons
 Email: mledbetter@clemmons.org

Date: 10/06/15
 Phone Number: 336-766-7511
 Completed Via: Email Phone

Interview Information/Instructions

If completed by email:

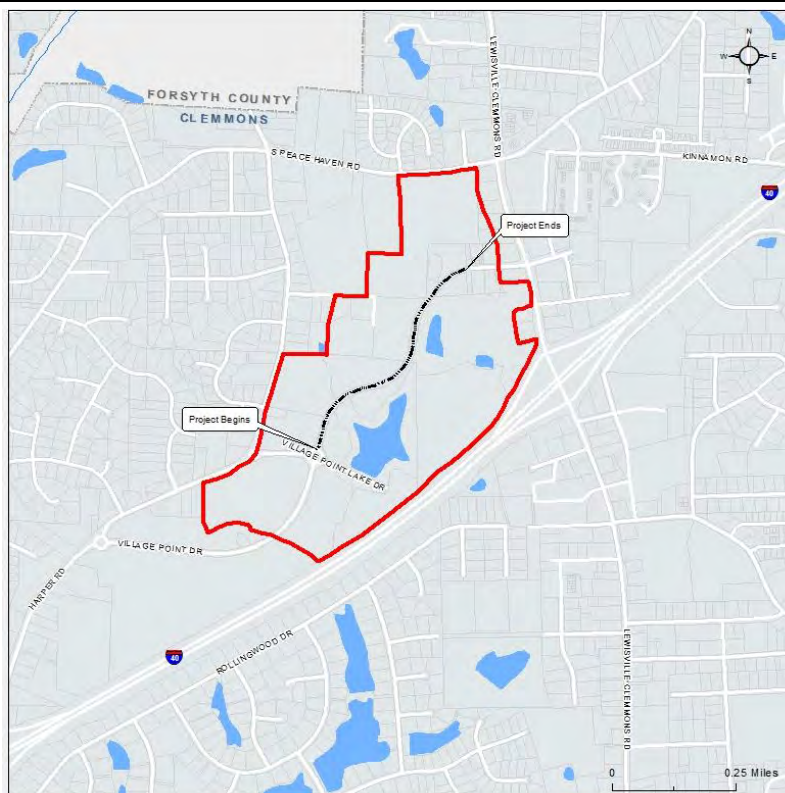
Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save (using the **Save As** command) this file with a new file name for your records and e-mail the **new** file back to the original sender or to srobinson1@ncdot.gov. If you would prefer to complete a hard copy of this form, please send all sheets to the address or fax number below:

NCDOT Human Environment Unit
 1598 Mail Service Center
 Raleigh, NC, 27699-1583
 Fax: (919) 212-5785

Project Information

Project Type: Bridge Corridor

The project proposes a 0.5 mile, three-lane extension of Village Point Drive from Village Point Lake Drive to Town Center Drive in the Village of Clemmons. The proposed extension will include bike lanes and sidewalks.



Check those questions that apply and provide a detailed explanation of your response in the field provided.	Check if item is applicable
Growth and Development	
8. Are there any known plans for development in the vicinity of the project? Novant Master Plan, include medical office, hospital, possible hotel, (a proposed 49,000 square foot grocery store, bank, retail, restaurants on the SWC of Lewisville-Clemmons Road),	<input checked="" type="checkbox"/>
9. Are there any adopted plans for growth or economic development that could directly affect or be affected by this project? Clemmons Community Compass and Village Point Small area plan	<input checked="" type="checkbox"/>
10. Are there plans to extend water/sewer lines or to build any new facilities, such as fire stations, schools, or other facilities, in the vicinity of the project? There was a bore completed under I40 to provide sewer capacity to the area	<input checked="" type="checkbox"/>
11. Are there any specific business and/or economic resources present in the project area, such as business parks, distribution centers, manufacturing facilities, etc.? Novant Hospital and Medical Office	<input checked="" type="checkbox"/>
Special Populations	
12. Are you aware of any minority, low-income or limited English proficiency (LEP) populations/ communities in the vicinity of the project? If so, please provide the locations of these populations in the area. <i>[If yes, proceed to Question 6. If no, skip to Question 8.]</i> No	<input type="checkbox"/>
13. Are there specific community resources or services that are used by minority, low-income or LEP populations in the community study area? How is the project likely to affect minority and low-income populations? N/A	<input type="checkbox"/>
14. Are there any tribal groups connected with land, religious, ethnic or other special populations with different mobility needs or outreach needs in the project area? No	<input type="checkbox"/>
15. Who should we contact to discuss outreach needs for any special populations? Please provide input on community leader contacts, media sources or other ways to reach these populations. N/A	<input type="checkbox"/>
Access, Accessibility, and Mobility	
16. Is there pedestrian or bicycle activity/traffic or transit use along the project? If so, please describe multimodal activity in the community study area. Yes, bike lanes, interconnected greenway, sidewalks connect the area	<input checked="" type="checkbox"/>
17. Are there any existing access, accessibility, or mobility concerns or any barriers to non-auto travel in the area? Please consider all modes. N/A	<input type="checkbox"/>
18. Are there any adopted plans for pedestrian, greenway, bicycle, or transit facilities in the area? For each plan, please provide a description of how the plan applies to the community study area, the title of the plan, its year of adoption, and the current status of its implementation. The VTP shows the development of a multi modal corridor with bike lanes, sidewalk/ greenways and this project provides sidewalks and bike lanes in conformance with the plan	<input checked="" type="checkbox"/>
Agricultural Operations	



<p>19. Are you aware of any active agricultural operations in the vicinity of the project? If so, please describe these operations (e.g. size, ownership, crops, years farmed, suppliers, customers, value to the community). <i>[If yes, answer Question 11. If no, skip to Question 13.]</i> N/A</p>	<input type="checkbox"/>
<p>20. Are farm support services—such as farm suppliers, equipment dealers, processing and storage facilities, and farmer’s markets—located in the community study area? If so, please describe these services (e.g. type, location). N/A</p>	<input type="checkbox"/>
<p>21. Does the project lie within a VAD or EVAD district, or are you aware of any land with other farmland protections (plans, tax districts or credits, trust, agricultural zoning, deed restrictions)? If so, please describe the nature and location of these areas and properties. N/A</p>	<input type="checkbox"/>
<p>Other Notable Features</p>	
<p>22. Are there any recreational properties within the project area that were purchased or improved with Land and Water Conservation Act funds? No</p>	<input type="checkbox"/>
<p>23. Are there any other specific notable community resources or issues in the project area? (e.g. socio-economic resources, recreational resources, community safety concerns, cohesive neighborhoods, areas in decline) If so, please describe. In the general area there is a wide range of housing from single-family (300,000+) to 312 apartment units, the residential development is stable, a hospital, elementary school and a 16 acre recreational lake that is stocked and fished(urban fishery)</p>	<input checked="" type="checkbox"/>
<p>Detours and Closures</p>	
<p>24. Are there any future time periods or events that you know of where road or bridge closure would be of particular concern? Since this is new construction there should not be any concern for detours or closures</p>	<input type="checkbox"/>
<p>25. <i>[If applicable]</i> Based on your knowledge of the community study area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes? N/A</p>	<input type="checkbox"/>
<p>26. <i>[For bridge projects]</i> Rate the overall impact on local planning objectives if the bridge were closed for up to a year: <input type="checkbox"/> No Impact <input type="checkbox"/> Low Impact <input type="checkbox"/> Moderate Impact <input type="checkbox"/> High Impact</p>	
<p>Closing Questions</p>	
<p>27. Are road names referenced by the names locals would use? Yes</p>	<input type="checkbox"/>
<p>28. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)? A stakeholders meeting was held by NCDOT regarding this project</p>	<input type="checkbox"/>
<p>29. Do you have any additional comments about this project?</p>	<input type="checkbox"/>



APPENDIX D: ICE SCREENING MATRIX AND SUMMARY LANGUAGE

Future Land Use Study Area

The Future Land Use Study Area (FLUSA) is the area surrounding a construction project that could possibly be indirectly affected by the actions of others as a result of the completion of the project and combined projects. This study area encompasses all of the areas examined for potential increases in development pressure as a result of project construction.

For the purposes of this Indirect and Cumulative Effects (ICE) analysis, the FLUSA boundary was delineated to generally encompass the land contained within The Village of Clemmons *Village Point Small Area Plan* (2003) not including land to the east of Lewisville-Clemmons Road and north of South Peace Haven Road.

ICE Screening Matrix Summary

An Indirect and Cumulative Land Use Effects Screening Matrix was completed for STIP U-5551 (Village Point Access Road/Town Center Drive). This matrix assesses factors that influence land development decisions and presents an assessment in a quantitative matrix based upon existing conditions and trends. It rates the impact of each category from higher potential for indirect effects to lower potential for indirect effects. The measures used are supported by documentation. Each category is assessed individually and the results of the table are looked at comprehensively to determine the indirect and cumulative effects potential of the proposed project. The Scope of Project, Travel Time Savings, Public Policy, and Notable Environmental Features categories are given extra weight to determine if future growth in the area is related to project modifications.

Indirect Land Use Effects Screening Tool - STIP # U-5551-Village Point Access Road										
Rating	Scope of Project	Travel Time Savings	Forecasted Population Growth	Forecasted Employment Growth	Available Land	Water/Sewer Availability	Market for Development	Public Policy	Notable Environmental Features	Result
More Concern	Major New Location	> 10 minute travel time savings	> 3% annual population growth	Substantial # of New Jobs Expected	5000+ Acres of Land	All services existing / available	Development activity abundant	Less stringent; no growth management	Targeted or Threatened Resource	
↑						X	X			
↔	X		X							
↓		X		X					X	Land Use Scenario Assessment Not Likely
Less Concern	Very Limited Scope	No travel time savings	No population growth or decline	No new Jobs or Job Losses	Limited Land Available	No service available now or in future	Development activity lacking	More stringent; growth management	Features incorporated in local protection	

Based upon the information analyzed and the corresponding values assigned for each category within the ICE screening matrix, the output recommendation is 'Land Use Scenario Assessment Not Likely'. This indicates that further analysis is not warranted.

Scope of Project

The proposed project is an approximately 2,700 foot long roadway on new location through currently undeveloped, forested land. The cross-section is proposed to be 3-lanes wide and will include bike lanes and adjacent sidewalks. Based on the fact that this is a new location roadway, but of relatively short length, this category was rated as 'moderate'.

Change in Travel Time

Potential travel time savings were estimated by utilizing the Google Maps trip estimating application. Travel time from the project's proposed northern terminus at the western end of existing Towncenter Drive to the southern terminus on existing Village Point Drive while utilizing the existing road network (Lewisville-Clemmons Road, South Peace Haven Road, Harper



Road, and existing Village Point Drive) was estimated to be 4 minutes over an approximate distance of 1.7 miles. The total distance of the proposed new location roadway is approximately 0.5 miles and it is assumed that the posted speed limit will be 35-mph. Therefore, total travel time along the new roadway will be approximately 1 minute and savings over the existing route is estimated to be approximately 3 minutes. As a result, this category was rated as 'moderately-low' or between 0-3 minutes.

Forecasted Population Growth

According to population estimates and projections from the State Demographer provided by the North Carolina Office of State Budget and Management, Forsyth County's total population was estimated to be 364,258 in July 2014 and is expected to be 429,059 in July of 2030. This represents a projected 1.03% annualized growth rate during that time period. As a result, this category was rated as 'moderate' or between 1-2%.

Forecasted Employment Growth

According to employment projections provided by the North Carolina Department of Commerce-Division of Employment Security, the Northwest Piedmont Workforce Development Board (WDB), which is comprised of Forsyth, Davie, Surry, Stokes, Rockingham and Yadkin Counties, will experience a 0.9% annualized employment growth rate between 2010-2020. Consequently, this category was rated as 'moderately-low' or between 0-1%.

Available Land

As currently comprised, the FLUSA contains a mix of undeveloped forested land and developed parcels (commercial/retail, office, multi-family residential, established single family residential and institutional). Using GIS analysis, it was determined that the FLUSA defined for this project is approximately 317 acres in size. Acreage contained within road right of way (18 acres) or land used for water impoundment/parkland (16 acres) was not considered available for development. Furthermore, it was determined that currently developed parcels comprise 141 acres of the FLUSA. As a result of this analysis, the amount of undeveloped or underutilized (where land value exceeds building value) parcels is approximately 142 acres. Therefore, this category was rated as 'low' or between 0-1,250 acres.

Water and Sewer Availability

While water and sewer infrastructure has not been technically extended to the undeveloped areas adjacent to the proposed project at the time of this analysis, water and sewer service is available to all surrounding developed parcels and will be made available to any new development in the near future. Therefore, water and sewer service is considered fully available and this category was rated 'high'.

Market for Development

Annualized population and employment projections for Forsyth County and the Northwest Piedmont WDB are generally moderate to low, respectively. In terms of population data from the US Census Bureau, population in the Demographic Study Area (2000 CT 40.06, BG 3 – 2010 CT 40.13 BG 2) increased by a 1.4% annualized rate between 2000-2010.

One of the stated goals of this project is to facilitate economic development, more specifically to "ensure Clemmons' economic vitality through development and job creation." The undeveloped "Village Point" area is located in the center of the Village of Clemmons and represents one of last remaining large acreage, developable areas. Additional neighborhood retail, small office, multi-family residential, single family residential and commercial development is planned for the FLUSA as detailed in the *Village Point Small Area Plan*. The new access and exposure to adjacent undeveloped parcels as a result of the project will spur this development. Some development has already occurred in the form of multi-family housing southeast of the proposed project, adjacent to I-40, a new elementary school near the southern terminus and the Novant Health Medical Center along Village Point Drive. Water and sewer service is available to all surrounding developed parcels and will be available to any new development. Based upon these factors, it can be assumed that the market for development within the FLUSA will remain strong. This category was rated 'high'.



Public Policy

The proposed project is located entirely within the city limits of the Village of Clemmons in Forsyth County and therefore is subject to the following planning documents, regulations and adopted ordinances.

Village Point Small Area Plan

The guiding planning document in the project area is the *Village Point Small Area Plan* (2003) developed for the Village of Clemmons with input from citizens through a charrette process. The plan includes a development market analysis, an analysis of the transportation network, detailed plans and key recommendations for designated areas within the larger approximately 340 acre planning area, design guidelines, proposed rezoning, and an overall future land use plan. It is stated that the plan will be implemented using two tools, the *Regulating Plan* and the *Zoning Map*. In regards to notable environmental features, the plan states “as new development occurs, these natural resources should be treated as essential components of the human environment [and] appropriate measures should be pursued to carefully identify and protect these important areas, where feasible, from future development.”

In terms of future land use, planned development includes: various forms of medium and high density residential, park/open space, office, office campus, neighborhood retail, a village center, mixed-use and institutional.

Village Plan: Comprehensive Plan

Clemmons has an adopted comprehensive plan the *Clemmons Community Compass* (2010). This plan “serves as a guide for land use decisions and future planning needs of the Village.” More specifically, this plan addresses land use and development through 2030 and is focused on currently un-incorporated areas of Forsyth County outside of the municipal boundary, but within the ETJ.

Village Plan: Transportation Plan

The *Village Transportation Plan* (2009) guides transportation decisions, including multi-modal facilities, to serve new development and also is used for input to the Winston-Salem Urban Area Metropolitan Planning Organization. The plan recommends widening improvements to Lewisville-Clemmons Road, South Peace Haven Road and constructing the proposed project, which is identified as a proposed collector street.

Village of Clemmons Stormwater Quantity Ordinance

Clemmons has an adopted stormwater ordinance that manages the quantity of stormwater resulting from new development by limiting the amount of runoff from land under construction and post construction.

NPDES Phase II Regulations

Clemmons is a designated National Pollution Discharge Elimination System (NPDES) Phase II entity which requires permits for stormwater discharge. Under Phase II regulations, low-density projects must not exceed a 24% built upon area and high density projects must implement post-construction storm water control.

Watershed Protection Ordinance

Forsyth County has an adopted watershed protection ordinance and the FLUSA is within a designated water supply watershed, the Yadkin River (Winston-Salem) Lower Water Supply Watershed (WS-IV, Protected). Density restrictions within a WS-IV WSWS limit development to 24-36% of the total lot area. This density can be increased to 70% of total lot area for non-residential development within a WS-IV WSWS using a Special Intense Development Allocation (SIDA), which is permitted on a specific project basis.

Based on the adopted plans and development regulations in place, development will be properly implemented and managed and any potential effects will be mitigated. Therefore, this category was rated as ‘low’ or having the most stringent growth management possible.



Notable Environmental Features

Within the FLUSA, there is existing forested land (slated for development), unnamed streams and an approximately 7 acre man-made lake. There are no other notable natural features present within, or in close proximity, to the FLUSA. Furthermore, none of the streams within the FLUSA are listed on the 2014 303(d) list. The FLUSA does fall within the Yadkin River (Winston-Salem) Lower Water Supply Watershed (WS-IV, Protected). Due to the absence of impaired waterways, lands managed for conservation, or designated Natural Heritage Program Natural Areas, this category was conservatively rated as 'moderately-low'.

Indirect Effects Summary

Transportation impact causing activities as a result of this project include: an increase in exposure, an increase in access, minimal travel time savings, and a change in travel patterns. Land use nodes currently exist at the project termini due to existing roadways. The interior portion of the FLUSA is undeveloped, but the portions that currently have access to existing roadways have been experiencing medium density residential, commercial/retail and institutional development as outlined in the *Village Point Small Area Plan*.

Based upon the output of the ICE Screening Matrix, this partial control of access project on new location has a moderately-low likelihood to increase the development potential of and intensity in the areas adjacent to the project corridor. This score is more reflective of the more stringent public policy in place to manage this growth and the relative lack of notable environmental features. It is important to note that economic development is included in the purpose and need of this project and the project will provide access to planned development, consistent with the adopted *Village Point Small Area Plan*.

Any development, with or without the project that potentially impacts jurisdictional resources, will be subject to regulatory permitting requirements. Furthermore, any development within the FLUSA will be subject to the requirements of adopted ordinances, land use plans and zoning regulations. Although change in land use and an associated increase in impervious surface is anticipated, the presence of the Water Supply Watershed, Phase II stormwater regulations, which stipulate post-construction stormwater treatment, and the implementation of Best Management Practices during construction, will further mitigate potential water quality effects.

Cumulative Effects Summary

The construction of the proposed project, in conjunction with other planned transportation projects in the general vicinity, will improve mobility, accessibility and will change travel patterns. Any resultant induced development and complementary land development, coupled with the completion of planned transportation and private development projects, could constitute a cumulative effect on the study area.

With respect to past and present projects within and in the general vicinity of the FLUSA, development has occurred in the form of various types of land use along Lewisville Clemmons Road, South Peace Haven Road, Harper Road, and existing Village Point Drive (low and medium density residential, institutional and commercial/retail) and transportation projects such as the conversion of intersections to roundabouts in various locations and the construction of Village Point Drive and Village Point Lake Drive. Future transportation projects include potential improvements to I-40, Lewisville Clemmons Road and South Peace Haven Road. The past, present and future projects within the FLUSA are consistent with local land use and long range transportation plans.

The potential does exist for water resources within the FLUSA to be minimally impacted given the level of past, present, and planned projects. However, comprehensive planning, Phase II regulations, the presence of the Water Supply Watershed, stormwater ordinances, and local sediment and erosion control measures will minimize these effects.

Direct natural environmental impacts by NCDOT projects will be addressed by programmatic agreements with resource agencies, and will be further evaluated by the NCDOT Natural Environment Unit during project permitting. Natural environmental impacts that may result from any induced development may be avoided or minimized through the implementation of local, state and federal regulations. Because few indirect impacts are anticipated, the cumulative effect of this project when considered in the context of other past present and future actions, and the resulting impact on the notable



human and natural features, should be minimal. Therefore, potential indirect and cumulative effects to downstream water quality should be minimal.

Sources:

Village of Clemmons, http://www.clemmons.org/index.asp?SEC=BF03587A-569A-43D5-BD03-E65195C8ABD0&Type=B_BASIC, accessed September 2015

Village of Clemmons, *Village Point Small Area Plan*, 2003: <http://www.clemmons.org/vertical/sites/%7B6201256A-BE8C-4BC3-B6EC-EC4045FEE2C1%7D/uploads/SAPPlan.pdf>, accessed September 2015





North Carolina Department of Transportation
 Highway Stormwater Program
STORMWATER MANAGEMENT PLAN
 FOR NCDOT PROJECTS



(Version 2.03; Released October 2015)

WBS Element: 46310.1.1 **TIP No.:** U-5551 **County(ies):** Forsyth **Page** 1 **of** 1

General Project Information

WBS Element:	46310.1.1	TIP Number:	U-5551	Project Type:	New Location	Date:	11/4/2015
NCDOT Contact:	Wright Archer, PE NCDOT Division 9 District II Engineer			Contractor / Designer:	Stimmel Associates, P.A. / Kelway L. Howard III, P.E.		
Address:	375 Silas Creek Parkway Winston Salem, NC 27127			Address:	601 North Trade Street Suite 200 Winston-Salem, N.C. 27101		
	Phone:	336-747-7900			Phone:	336-723-1067	
	Email:	warcher@ncdot.gov			Email:	khoward@stimmelpa.com	
City/Town:	Clemmons			County(ies):	Forsyth		
River Basin(s):	Yadkin-Pee Dee			CAMA County?	No		
Wetlands within Project Limits?	Yes						

Project Description

Project Length (lin. miles or feet):	0.50 mi	Surrounding Land Use:	Urban development including school, medical, commercial and residential				
	Proposed Project			Existing Site			
Project Built-Up Area (ac.)	3.3	ac.	0.0	ac.			
Typical Cross Section Description:	The proposed typical cross-section for the proposed project is a curb and guttered roadway varying in width from 35 feet back to back to 46 feet back to back. The cross-section also includes 5 foot wide sidewalks separated from the roadway by planter strips on both sides of the cross-section.			NA			
Annual Avg Daily Traffic (veh/hr/day):	Design/Future:	Year:	Existing:	NA		Year:	NA
General Project Narrative: (Description of Minimization of Water Quality Impacts)	This project consists of the extension of Village Point Drive to existing Towncenter Drive connecting the existing Village Point development to the existing Towncenter retail area. The roadway consists of a curb and gutter lined section varying in width from 35 feet back to back to 46 feet back to back with 5 foot wide sidewalks on both sides of the roadway separated by planting strips. The stormwater is collected and conveyed by curb & gutter, catchbasins and concrete drainage pipe and then discharged into one of three grass lined swales. The grass lined swales used to treat the first flush have been design to the maximum extent possible but, due to topographic and buffer constraints two of the three swales could not be design to the full desired length						

Waterbody Information

Surface Water Body (1):	Uts to Johnson Creek		NCDWR Stream Index No.:	12-91			
NCDWR Surface Water Classification for Water Body	Primary Classification:	Class C					
	Supplemental Classification:	None					
Other Stream Classification:	None						
Impairments:	None						
Aquatic T&E Species?	No	Comments:					
NRTR Stream ID:	SA, SA Braid, SC			Buffer Rules in Effect:	N/A		
Project Includes Bridge Spanning Water Body?	No	Deck Drains Discharge Over Buffer?	N/A	Dissipator Pads Provided in Buffer?	N/A		
Deck Drains Discharge Over Water Body?	N/A	(If yes, provide justification in the General Project Narrative)		(If yes, describe in the General Project Narrative; if no, justify in the General Project Narrative)			
	(If yes, provide justification in the General Project Narrative)						



North Carolina Department of Transportation
 Highway Stormwater Program
 STORMWATER MANAGEMENT PLAN
 FOR NCDOT PROJECTS



(Version 2.03; Released October 2015)

Swales

Sheet No.	Station & Coordinates (Road and Non Road Projects)	Surface Water Body	Base Width (ft)	Front Slope (H:1)	Back Slope (H:1)	Drainage Area (ac)	Recommended Treatm't Length (ft)	Actual Length (ft)	Longitudinal Slope (%)	Q2 (cfs)	V2 (fps)	Q10 (cfs)	V10 (fps)	Rock Checks Used	BMP Associated w/ Buffer Rules?
C-4.1	27+19.11 -1+64.32 Lt	(1)Uts to Johnson	5.0	3.0	3.0	2.3	225	106	0.40%	5.7	2.0	7.8	2.2	No	No
	N834391.82; E1589002.73														
C-4.1	33+48.04-2+26.93 Lt	(1)Uts to Johnson	6.0	3.0	3.0	1.7	165	148	0.35%	7.9	2.0	10.7	2.2	No	No
	N834072.83; E1588456.85														
C-3.3	25+44.18 - 1+12.34 Lt	(1)Uts to Johnson	6.0	3.0	3.0	3.2	315	380	0.30%	14.7	2.0	19.1	2.2	No	No
	N834696.20; E1589133.48														

Additional Comments

Unable to create swales as long as recommended for first two swales due to the existing topography, surface water buffers, and existing walking trails.



PUBLIC WORKS

November 13, 2015

Amy Euliss
North Carolina Department of Transportation
375 Silas Creek Parkway
Winston-Salem, NC 27127

Re: Village Point Drive

Dear Amy:

This letter is to confirm that the Village of Clemmons has reviewed the post-construction stormwater drawings for Village Point Drive utilizing NCDOT's post-construction stormwater toolbox. The Village's Phase II ordinance doesn't specify stormwater treatment for public linear roads. According to Session Law 2014-1, Senate Bill 294, Section (b1), the Village understands that we can utilize NCDOT's post-construction stormwater toolbox in place of NCDEMLR's BMP manual. Therefore, the Village concludes that the post-construction stormwater design of the proposed Village Point Drive meets the Phase II Stormwater requirements for public linear roads. Furthermore, the Village will accept the responsibility of the operation and maintenance of any post-construction stormwater control measures upon the dedication of Village Point Drive to the Village's public road system.

Sincerely,

Michael Gunnell, PE, PLS
Director of Public Works/Village Engineer
For the Village of Clemmons



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT L. MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

July 20, 2015

Marella Buncick
U.S. Fish and Wildlife Service
Asheville Field Office
160 Zillicoa Street
Asheville, NC 28801

Subject: **Section 7 Concurrence Request on the Northern-long eared bat**
associated with construction of Village Point Drive, a new location road,
in Clemmons, Forsyth County. U-5551. WBS no.46310.1.1.

As of April 2, 2015, the northern long-eared bat (*Myotis septentrionalis*; NLEB) is listed by the U.S. Fish and Wildlife Service (USFWS) as "Threatened" with an Interim 4d rule including Forsyth County within NCDOT Division 9 (http://www.fws.gov/raleigh/species/cntylist/nc_counties.html). The project involves a 404 permit and state funds and is subject to Section 7 of the Endangered Species Act.

Using USGS mines shapefile dataset, a desktop assessment was conducted for any mines within one half mile of the project area. No mines were shown in the area. Therefore, no mines needed to be checked on foot. In addition, no known caves are in the area for the project. Based on the lack of mines and caves, no winter habitat will be affected by the project.

There are no manmade dwellings of suitable habitat that are proposed to be removed in the project area. The project does not involve removal of bridges or large (>200') concrete box culverts. Thus, a structure moratorium is not applicable to the project.

According to the North Carolina Natural Heritage Program (NHP) Biotics Database, most recently updated in April 2015, NLEB have not been documented in Forsyth County. However, a rabies lab record that lacks specific location information exists for Davidson County in Division 9. The closest specifically documented occurrence of NLEB is in Wilkes County (NHP 2001 mist net record), more than 50 miles the project site. Potential summer roosting and foraging habitat in the form of forested areas interspersed with fields, and water sources do exist in or around the project.

The project area involves tree clearing. The majority of the tree clearing was done by the Village of Clemmons prior to the listing of the NLEB. However, some tree clearing remains. For the remaining trees, NCDOT commits to a tree clearing moratorium for the project area from May 15 to August 15 of any calendar year to avoid disturbing potential Northern long-eared bats in their summer roosting habitat.

Based on the results of proximity to known occurrences of NLEB, potential foraging and roosting habitat within the study area, and currently available guidance from USFWS, we determined that

the project area will have a biological conclusion of *May Affect-Not Likely to Adversely Affect* for NLEB. NCDOT believes that the requirements of Section 7 (a)(2) of the ESA have been satisfied and hereby request your concurrence. Thank you for your assistance with the project. If you have any questions or need additional information, please contact Amy Euliss at (336) 747-7802 or at aeuliss@ncdot.gov.

Sincerely,



Amy Euliss

Division Environmental Officer, NCDOT Division 9

Cc: Mr. John Thomas, USACE
Steven Jones, Assistant District Engineer, NCDOT Division 9 District II
John Rhyne, NCDOT Division 9 Maintenance Engineer
Cheryl Gregory, NCDOT Biological Surveys Group



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Asheville Field Office
160 Zillicoa Street
Asheville, North Carolina 28801

August 25, 2015

Ms. Amy Euliss
Division 9 Environmental Officer
North Carolina Department of Transportation
375 Silas Creek Parkway
Winston-Salem, North Carolina 27127

Dear Ms. Euliss:

Subject: Endangered Species Consultation for Potential Impacts to the Northern Long-eared Bat from the Construction of Village Point Drive in Clemmons, Forsyth County, North Carolina, U-5551, WBS No. 46310.1.1.

As requested by the North Carolina Department of Transportation (NCDOT) in your letter of July 20, 2015, we have reviewed the natural resources information and biological conclusion with regard to the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*) for the subject project. The proposed project includes constructing a new location road in the town of Clemmons. We provide the following comments in accordance with the provisions of section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1543) (Act).

Habitat for the NLEB exists along the project corridor and has been evaluated for potential impacts from project implementation. According to the information provided, no caves or mines were found in the project footprint and within one-half mile of the project and no structures will be demolished. Although most of the trees have been cleared, there are some remaining trees that will be cut during project implementation.

Based on the negative surveys for wintering habitat and a commitment by the NCDOT to a tree cutting moratorium between May 15th and August 15th (of any year) for the subject project, we agree that implementation of this project is "not likely to adversely affect" the NLEB in the project area. In view of this, we believe the requirements under section 7(c) of the Act are fulfilled. However, obligations under section 7 of the Act must be reconsidered if: (1) new information reveals impacts of this identified action that may affect listed species or critical habitat in a manner not previously considered, (2) this action is subsequently modified in a manner that was not considered in this review, or (3) a new species is listed or critical habitat is determined that may be affected by the identified action.

If you have questions about these comments, please contact Ms. Marella Buncick of our staff at 828/258-3939, Ext. 237. In any future correspondence concerning this project, please reference our Log No. 4-2-15-418.

Sincerely,
-- original signed --
Janet A. Mizzi
Field Supervisor

15-06-0011



HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

PROJECT INFORMATION

Project No:	U-5551	County:	Forsyth
WBS No.:	46310.1.1	Document Type:	Minimum Criteria
Fed. Aid No:	N/A	Funding:	<input checked="" type="checkbox"/> State <input type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	
Project Description:			
Construct a new location road, Village Point Drive for the Village of Clemmons. 2,700' feet of 2-lane road with a center turn lane, bike lanes and sidewalks.			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions:

Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on June 26, 2015. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects, which is defined on the following page. 3251 Harper Road, built 1957, and 3305 Harper Road, built 1963, are the only two structures over fifty years of age within the APE. Both are one-story mid-20th century homes, and both are unremarkable and common examples of mid-20th century brick ranch homes. They are not eligible for National Register listing. There are no National Register listed or eligible properties, and no survey is required. If design plans change, additional review will be required.

Why the available information provides a reliable basis for reasonably predicting that there are no unidentified significant historic architectural or landscape resources in the project area:

HPO quad maps and GIS information recording NR, SL, LD, DE, and SS properties for the Forsyth County survey, Forsyth County GIS/Tax information, and Google Maps are considered valid for the purposes of determining the likelihood of historic resources being present. There are no National Register listed or eligible properties within the APE and no survey is required.

SUPPORT DOCUMENTATION

Map(s) Previous Survey Info. Photos Correspondence Design Plans

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

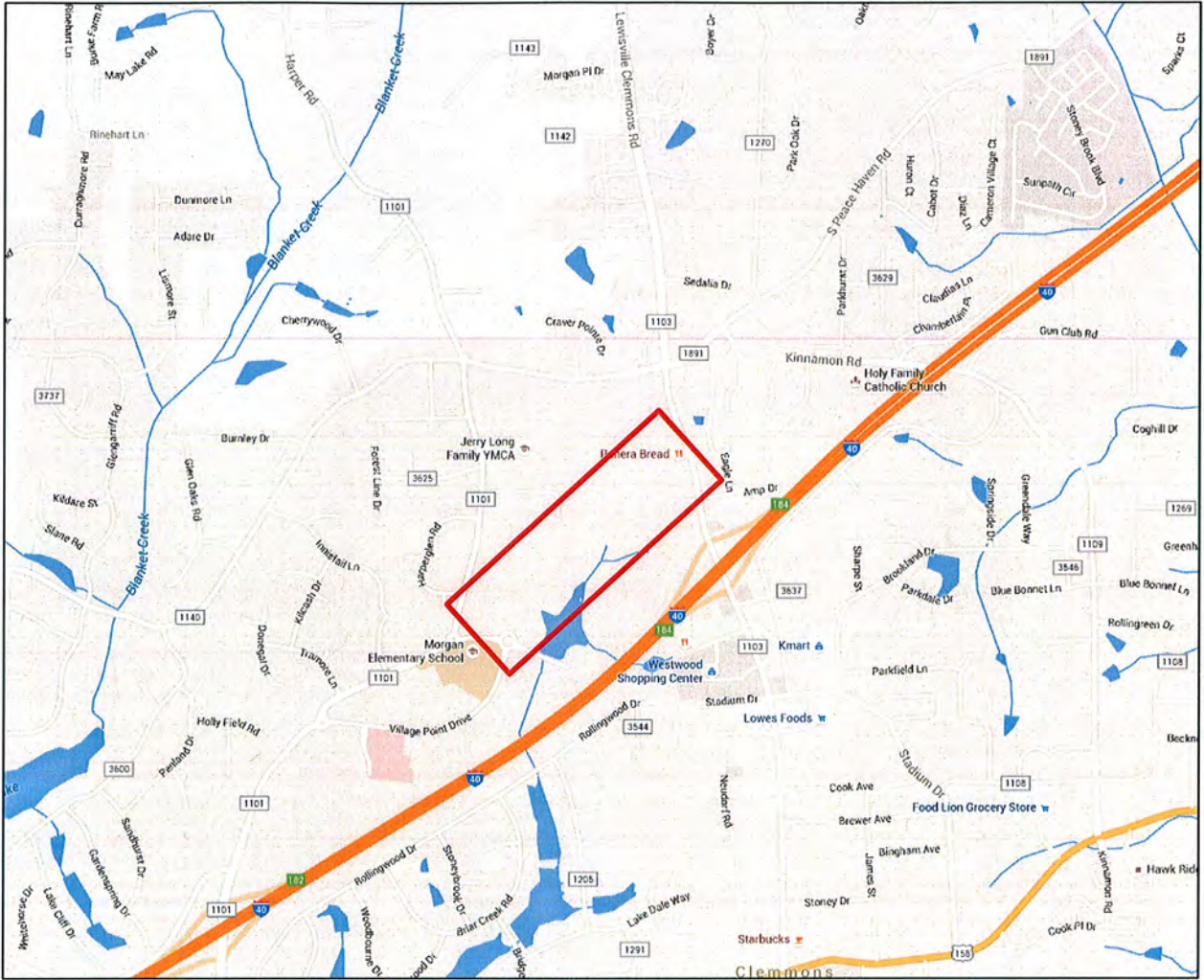
Kate Hullard

June 26, 2015

NCDOT Architectural Historian

Date

Historic Architecture and Landscapes NO SURVEY REQUIRED form for Minor Transportation Projects as Qualified in the 2007 Programmatic Agreement.



Project Location. APE defined on following page.



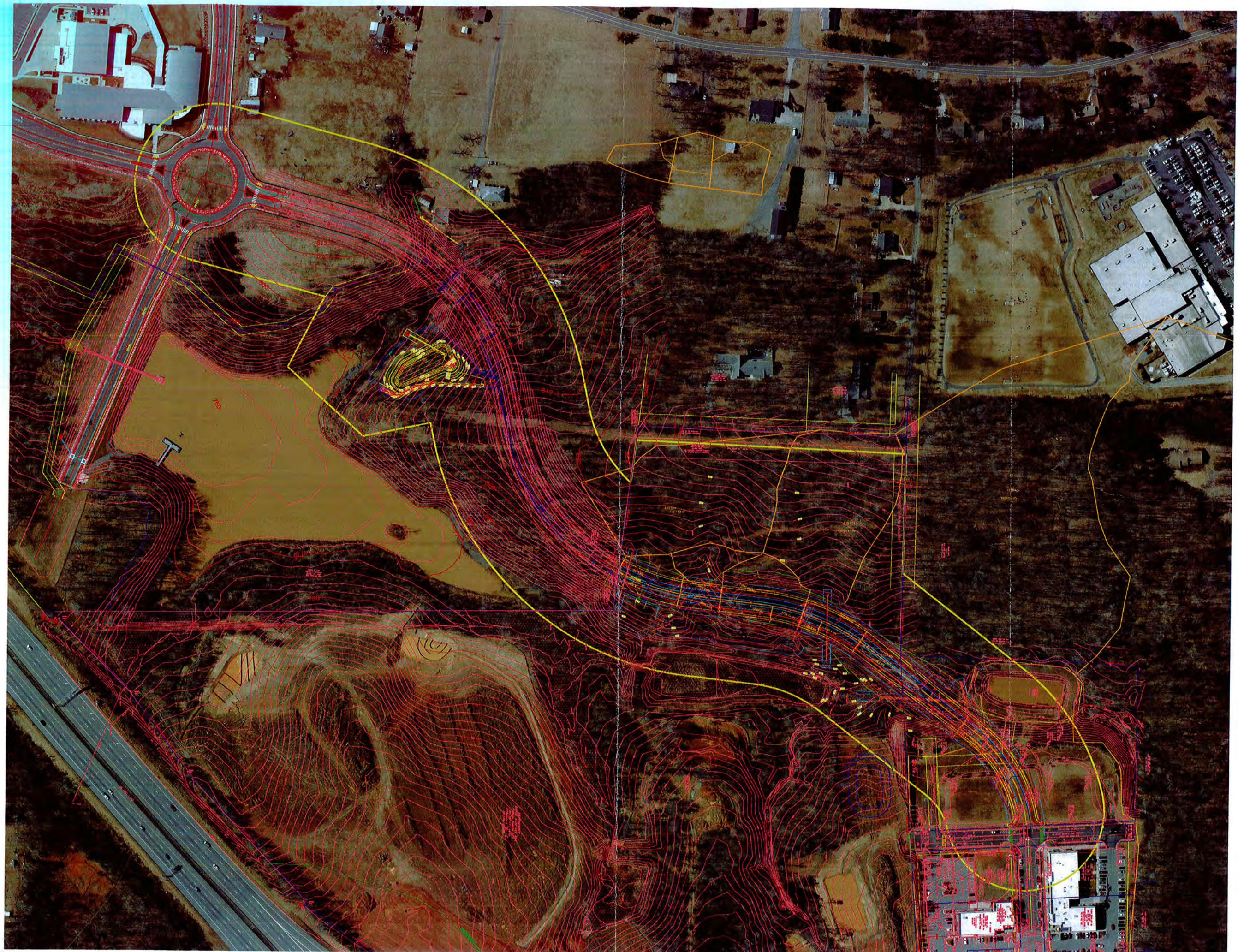
HPO GIS. Approximate location of new road.



3251 Harper Road, Tax Photo.



3305 Harper Road, Tax Photo.



Area of
Potential
Effects in
Yellow

15-06-0011



**NO NATIONAL REGISTER OF HISTORIC PLACES
ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES
PRESENT OR AFFECTED FORM**



This form only pertains to ARCHAEOLOGICAL RESOURCES for this project. It is not valid for Historic Architecture and Landscapes. You must consult separately with the Historic Architecture and Landscapes Group.

PROJECT INFORMATION

Project No: **U-5551** County: **Forsyth**
 WBS No: **46310.1.1** Document: **Minimum Criteria**
 F.A. No: **NA** Funding: State Federal

Federal Permit Required? Yes No Permit Type: **404 and 401 WQC**

Project Description:

The project is for the constructions of Village Point Drive along a new location in Forsyth County. The archaeological Area of Potential Effects (APE) for the project runs for approximately 2,700 feet (8.23 m) from Towncenter Drive in the north to the roundabout at Village Point Lake Drive in the south. The APE corridor is generally 100 feet (30.48 m) wide extending 50 feet (15.24 m) on either side of proposed centerline. In some area the APE expands beyond 100 feet to encompass proposed stream pipes, a storm water collection area, and an access road. In all, the APE includes 8.05 acres.

SUMMARY OF ARCHAEOLOGICAL FINDINGS

The North Carolina Department of Transportation (NCDOT) Archaeology Group reviewed the subject project and determined:

- There are no National Register listed ARCHAEOLOGICAL SITES within the project's area of potential effects.
- No subsurface archaeological investigations are required for this project.
- Subsurface investigations did not reveal the presence of any archaeological resources.
- Subsurface investigations did not reveal the presence of any archaeological resources considered eligible for the National Register.
- All identified archaeological sites located within the APE have been considered and all compliance for archaeological resources with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.
- There are no National Register Eligible or Listed ARCHAEOLOGICAL SITES present or affected by this project. (Attach any notes or documents as needed)

Brief description of review activities, results of review, and conclusions:

The Village Point Drive project area is just north of I-40 in the town of Clemmons within the southwest corner of Forsyth County, North Carolina. The project area is plotted in the southeastern corner of the Clemmons USGS 7.5' topographic quadrangle (Figure 1).

A map review and site file search was conducted at the Office of State Archaeology (OSA) on July 7, 2015. No previously recorded archaeological sites have been identified within the APE, but five sites (31FY58, 31FY188, 31FY189, 31FY246, and 31FY767) are recorded within a mile of the project. According to the North Carolina State Historic Preservation Office online data base (HPOWEB 2015), there are no known historic architectural resources within the APE that may yield intact archaeological deposits. Topographic maps, USDA soil survey maps, aerial photographs (NC One Map), and historic maps (North Carolina maps website) were examined for information on environmental and cultural variables that may have contributed to prehistoric or historic settlement within the project limits and to assess the level of ground disturbance. An archaeological field investigation was carried out on August 18, 2015, to evaluate the project area.

The proposed Village Point Drive runs roughly north to south traversing mostly side slopes and crossing two unnamed drainages (Figure 2). However, small portions of the APE reside on terraces and/or ridge toes that overlook a drainage and pond to the southeast. The waterways are part of the Yadkin-Pee Dee basin. The area was recently forested, but had been timber harvested at the time of the investigation (Figures 3 and 4). The southern end of the APE is open with a road cut already in place extending from the roundabout. This likely occurred prior to DOT's acquisition of the property. Although disturbance was initial thought to be low, the field inspection revealed it to be high. Disturbance includes an access track for logging vehicles that runs mostly along the centerline, a utility corridor, drainage improvements in association with the existing retention ponds, grading at the northern and southern ends, and soil erosion especially along the slopes.

According to the USDA soil survey map, the APE encompasses three soil types including Pacolet fine sandy loam (PaD), Madison fine sandy loam (MaC; MaD), and Wilkes soils (WID; WID) (see Figure 2). These are well drained sandy loams with slope between 6 and 15 percent. Significant archaeological sites are not usually found on slope of 15 percent or more and therefore not tested, but the soil maps suggest that slope is gentle and could yield potential and intact sites. However, erosion is heavier than anticipated. In addition, wetland soils are present along the western drainage, which is not depicted on the soil map. These soils are saturated with water and not well suited for archaeological sites.

A review of the site files shows several investigations carried out by Wake Forest University within the general area. These investigations have yielded modest results including five sites (31FY58, 31FY188, 31FY189, 31FY246, and 31FY767) to the north. None of the previous investigations have fallen within the limits of the current project. All known recorded sites are located on ridge toes composed of Wilkes and Pacolet soils in areas similar to those within the APE. Due to the potential for additional prehistoric sites in the area, subsurface investigations were recommended along the new location for Village Point Drive where soils are dry, fairly level, and minimally disturbed.

Lastly prior to fieldwork, a historic map review was conducted. Most early maps prior to the 20th century provide few details concerning the project area. By the early 20th century, maps are published in which an approximate location for the project area can be found. Calvin Miller's 1907 map of Forsyth County shows an area void of structure or roads in the vicinity of the project (Figure 5). A church is to the west and houses are to the north, but all are very likely well away from the APE. The 1913 soil survey map for the county depicts a similar picture with no roads or structures within or near the project area (Figure 6). Subsequent maps from the first half of the 20th century provide no new or important information. As a result, no historic archaeological deposits should be affected by the proposed bridge replacement.

15-06-0011

The archaeological field investigation at the Village Point Drive project area consisted of two shovel test placements (STPs) at 30-m (ca. 98-ft) apart on the ridge toe near the center of the project area (see Figure 2). This was the only prominent and fairly level landform within the APE with an intact surface layer. Stratigraphy in this area consists of two soil layers. The upper layer is a dark yellowish brown (10YR 3/4) sandy clay loam or sandy loam approximately 10 to 15 cm (ca. 4 to 6 in) thick. It is followed by subsoil, which is a strong brown (7.5YR 4/6) sandy clay that extends at least 35 cm (ca. 14 in) below the surface. No cultural material was found other than discarded modern trash. Additional STPs were not excavated due to severe erosion or previous ground disturbance from grading and cut areas, which left subsoil at the surface. Standing water and hydric soils alongside the eastern drainage also prevented excavations in this area. Regardless, surface visibility was fairly good at 80 percent or more. Because of this, the APE was visual inspected for exposed cultural material or deposits. None were identified.

The archaeological investigations for the proposed Village Point Drive show that no significant archaeological sites are within the APE. Subsurface investigations reveal no cultural material as the project area is heavily disturbed and unlikely to yield any significant or intact archaeological sites. As a result of the current investigation, no further archaeological work is required for the Village Point Drive project area in Forsyth County. However, additional work will be required should design plans change to encompass property outside of the currently defined APE.

SUPPORT DOCUMENTATION

See attached: Map(s) Previous Survey Info Photos Correspondence

Other: **images of historic maps consulted**

Signed:



C. Damon Jones
NCDOT ARCHAEOLOGIST

8/20/15

Date

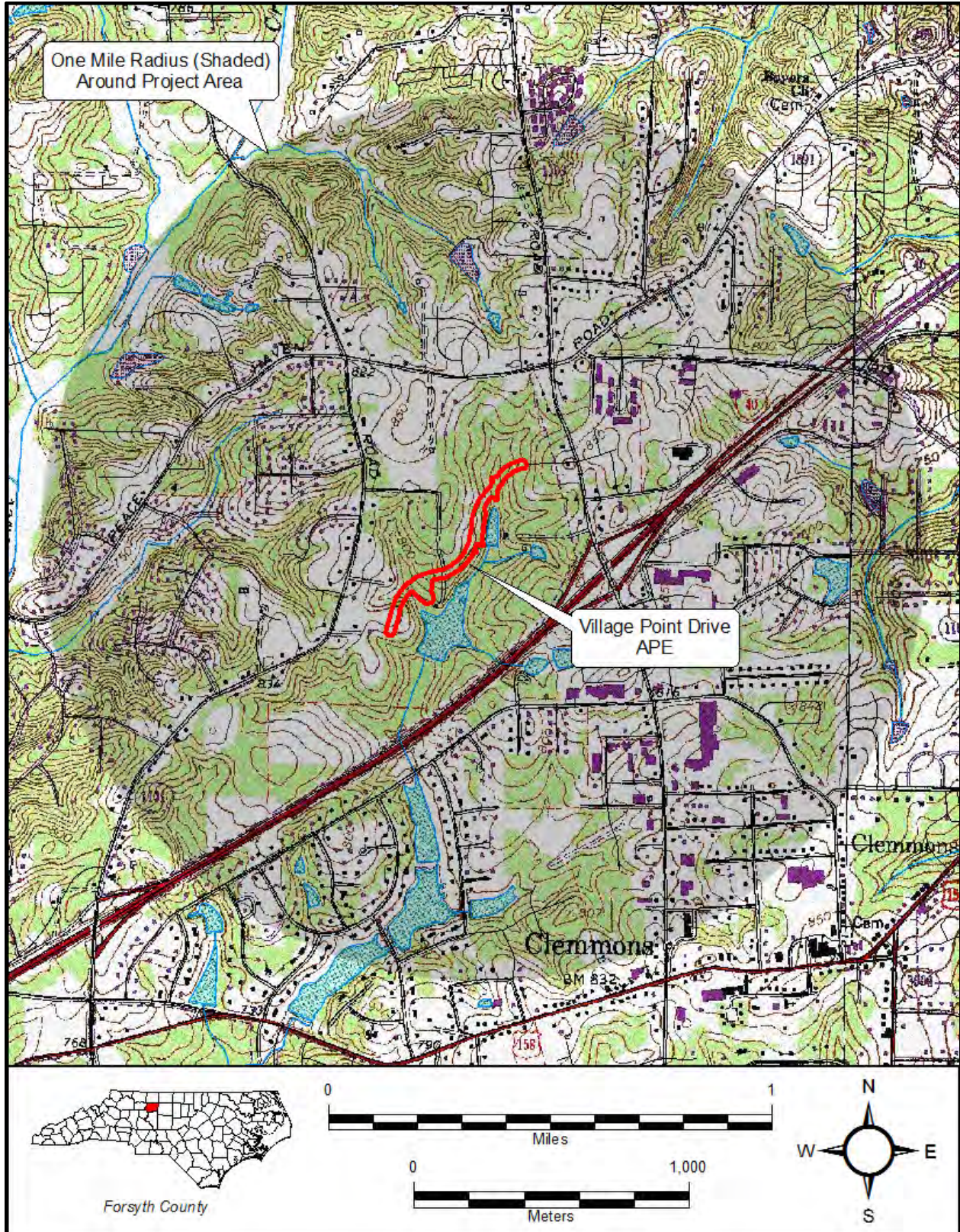


Figure 1. Topographic Setting of the Project Area, Clemmons (1968, revised 1994), NC, USGS 7.5' Topographic Quadrangle.

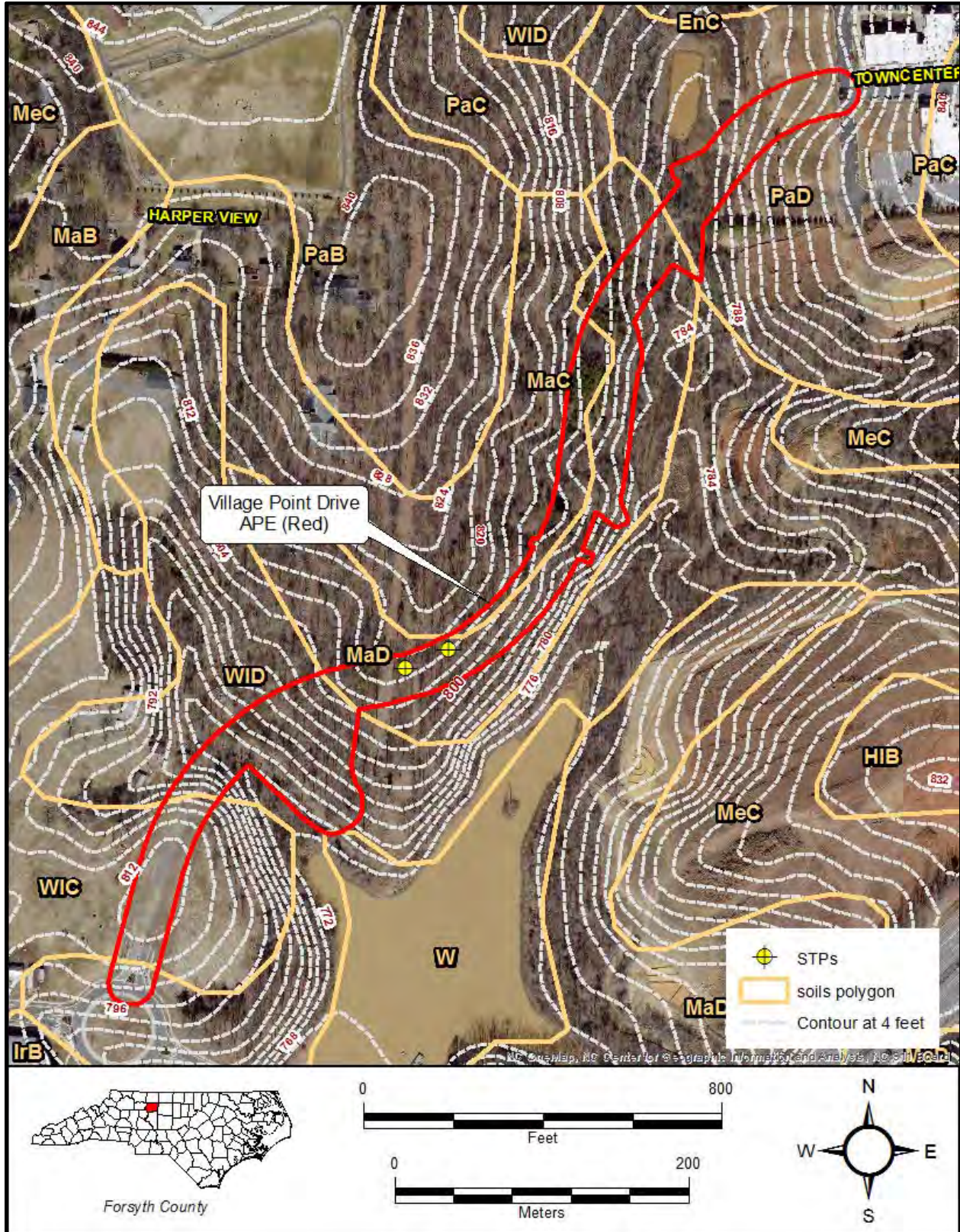


Figure 2. Aerial photograph of the APE showing development, landforms, soils, and STPs within and near the project area.



Figure 3. General View of the project area along the ridge toe showing the clear cut from timber harvesting looking northeast.



Figure 4. General View of the project area along the ridge toe showing the clear cut from timber harvesting looking southwest.

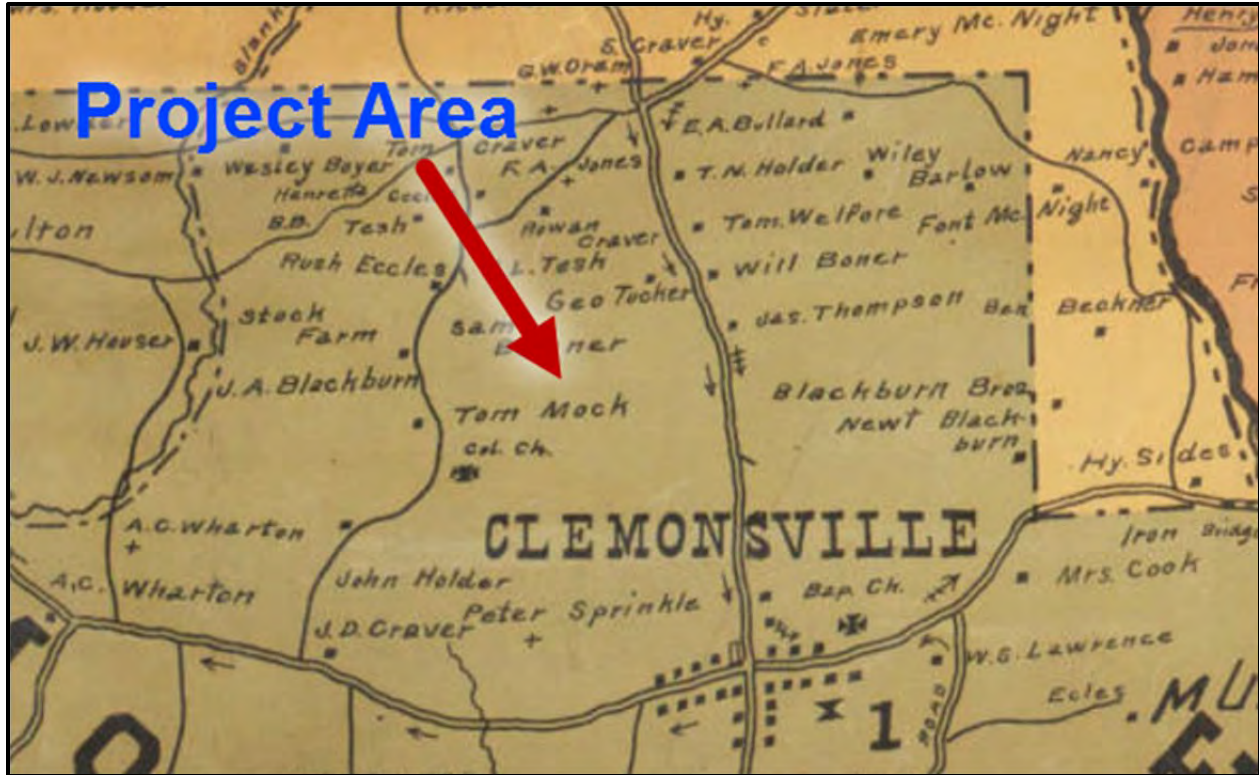


Figure 5. The Calvin Miller's 1907 map of Forsyth County showing the location of the project area.

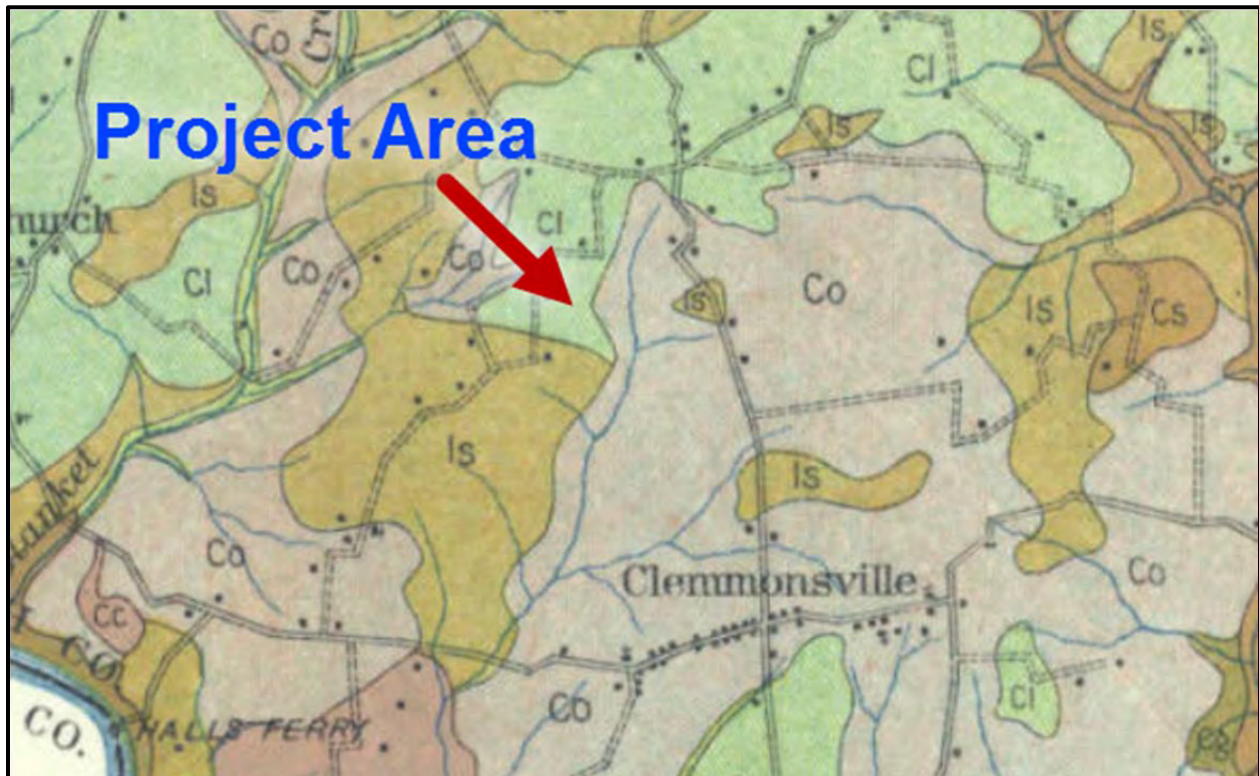


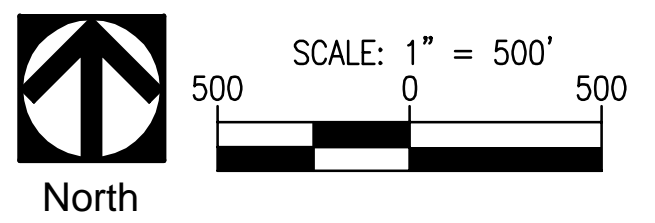
Figure 6. The 1913 Soil Survey of Forsyth County sheet showing the project area.



- APPROXIMATE LOCATION OF FUTURE DRIVEWAY
- EXISTING DRIVEWAY

VILLAGE POINT
 Clemmons, NC 11/13/2015
VILLAGE POINT DRIVE
ADJACENT PROPERTIES
 Project #: 15-077
 Prepared by:

stimmel 601 N. TRADE STREET, SUITE 200
 WINSTON-SALEM, NC 27101
 www.stimmelpa.com 336.723.1067
 LANDSCAPE ARCHITECTURE CIVIL ENGINEERING LAND PLANNING

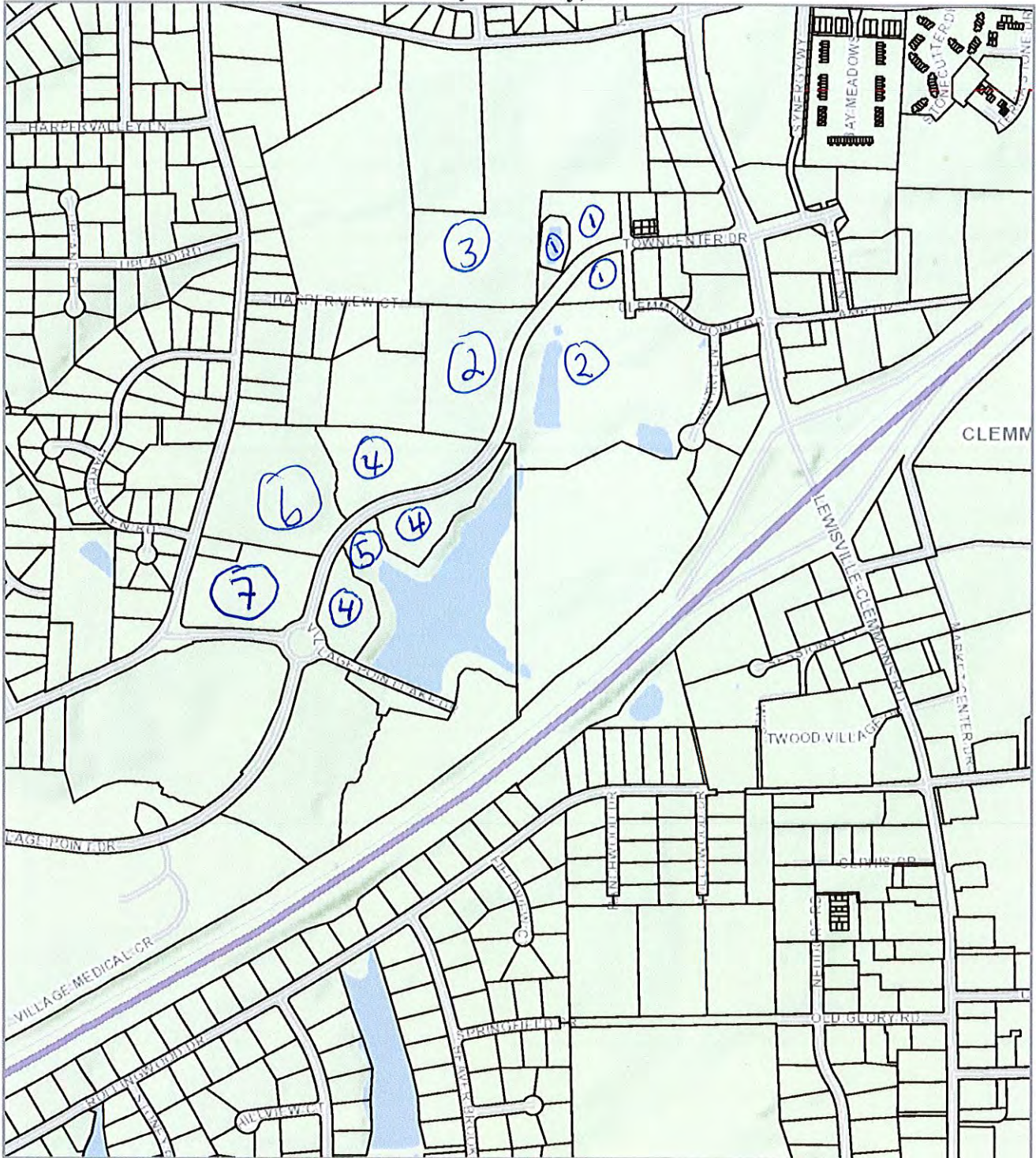


THIS IS A PRELIMINARY SITE PLAN BASED ON INCOMPLETE INFORMATION AND THEREFORE MAY NOT REFLECT FINAL SITE LAYOUT. NO SITE RESEARCH HAS BEEN CONDUCTED. CONDITIONS MAY CHANGE SIGNIFICANTLY.

U-5551 Adjacent land owners and contact information. See attached map for parcel identifiers.

1. Gibraltar Commercial Iv, llc
Property address: 6110 Towncenter Dr
Mailing address: 250 Gibraltar Rd Horsham, PA 19044
2. Village Pointe, llc
Property address: 2394 Lewisville Clemmons Rd.
Mailing address: PO Box 1719 King, NC 27021
3. YMCA of Greater W-S, inc
Property address: 1120 S. Peacehaven Rd.
Mailing address: 301 N. Main St. Apt./Unit 1900 Winston Salem, NC 27101
4. Novant Health, Inc.
Property address: Village Point Dr
Mailing address: PO Box 25686 Winston Salem, NC 27114
5. Village of Clemmons
Property address: Village Point Lake Dr
Mailing address: PO Box 1710 Clemmons, NC 27012
6. Mary M. Tesh Reavis
Property address: 3251 Harper Rd.
Mailing address: 6199 Styers Ferry Rd Clemmons, NC 27012
7. Billy T. Tesh and Emma Tesh
Property address and mailing address: 3305 Harper Rd Clemmons, NC 27012

Forsyth County, NC



Disclaimer: Forsyth County cannot guarantee the accuracy of this information, and the County hereby disclaims all warranties, including warranties as to the accuracy of this information.

Map Scale
1 inch = 752 feet
9/2/2015

WETLAND PERMIT IMPACT SUMMARY

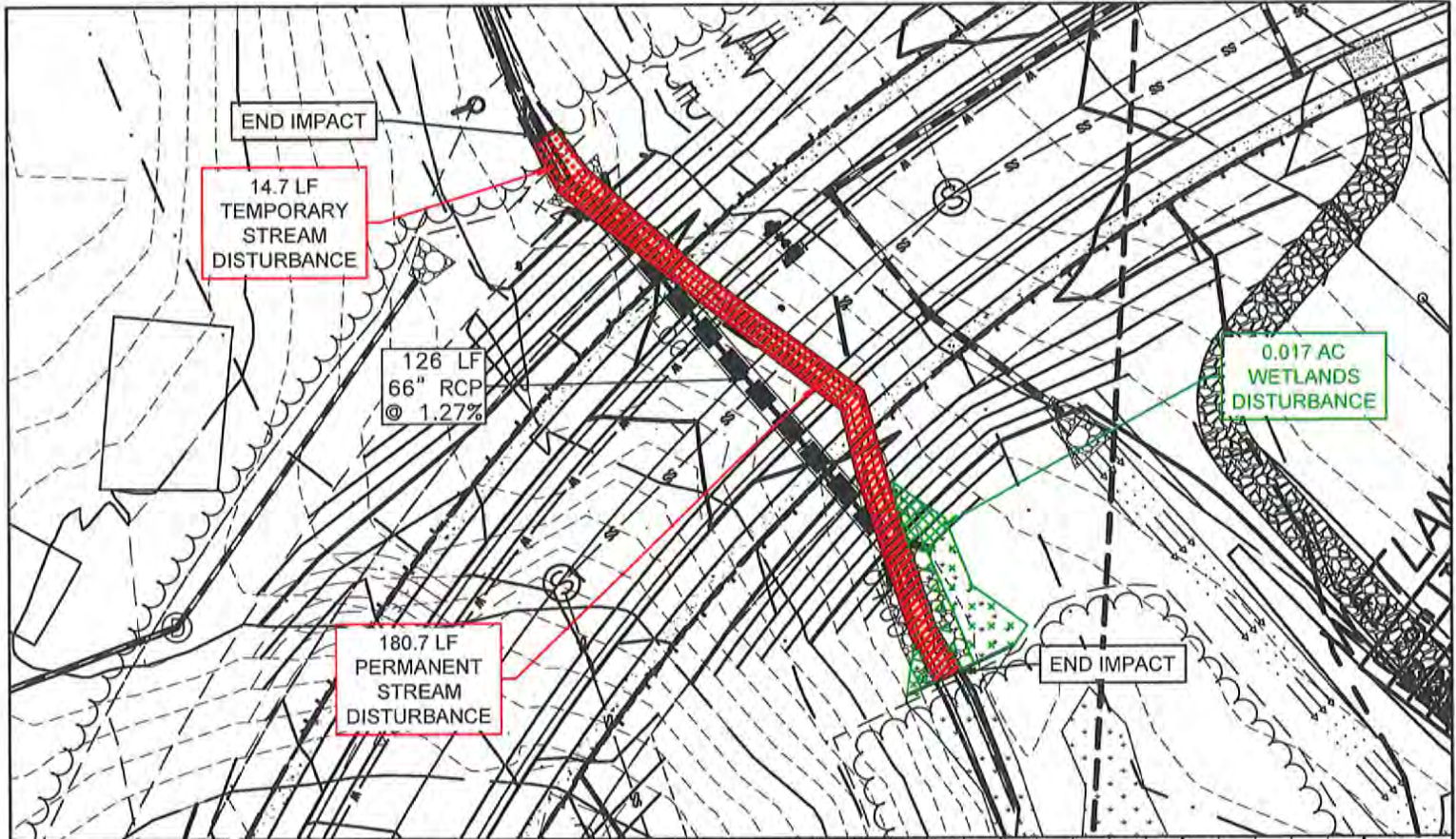
Site No.	Station (From/To)	Structure Size / Type	WETLAND IMPACTS					SURFACE WATER IMPACTS				
			Permanent Fill In Wetlands (ac)	Temp. Fill In Wetlands (ac)	Excavation in Wetlands (ac)	Mechanized Clearing in Wetlands (ac)	Hand Clearing in Wetlands (ac)	Permanent SW impacts (ac)	Temp. SW impacts (ac)	Existing Channel Impacts Permanent (ft)	Existing Channel Impacts Temp. (ft)	Natural Stream Design (ft)
site 1	34+13.82	66 -INCH RCP	0.003	0.00	0.005	0.009	0.00	0.03	0.003	181	15	0.000
site 2	16+21.53 - 17+33.72	66-INCH RCP CULVERT	0.32	0.00	0.00	0.040	0.00	0.02 (P) 0.004 (I)	0.005 (I)	46 (P) 210 (I)	50 (P)	0.000
							TOTALS					
							PERENNIAL	0.050	0.000	227	65	0
							INTERMITTENT	0.004	0.005	210	0	0
TOTALS*:			0.32	0.00	0.01	0.05	0.00	0.05	0.01	437	65	0

*Rounded totals are sum of actual impacts

NOTES:
P-perennial stream
I-intermittent stream

NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
11/4/2015
Forsyth
U-5551
WBS no 46310.1.1
SHEET 1 OF 1

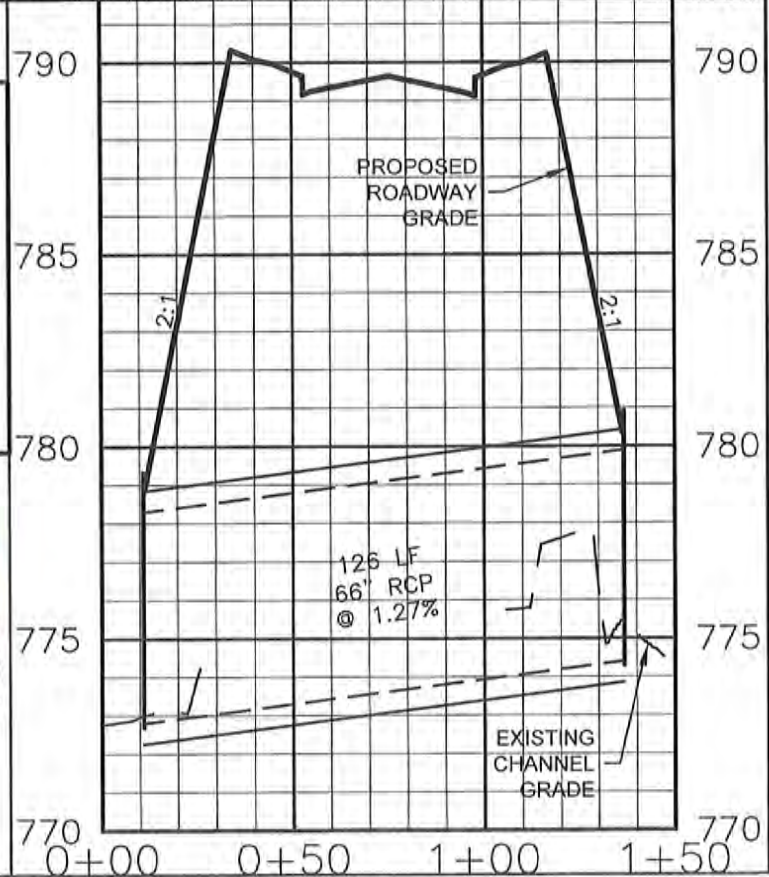
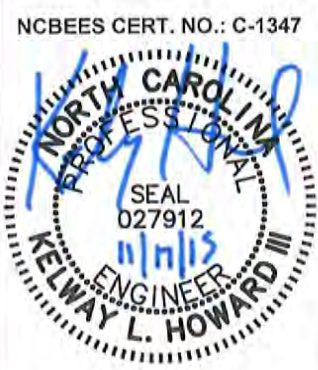
EXHIBIT



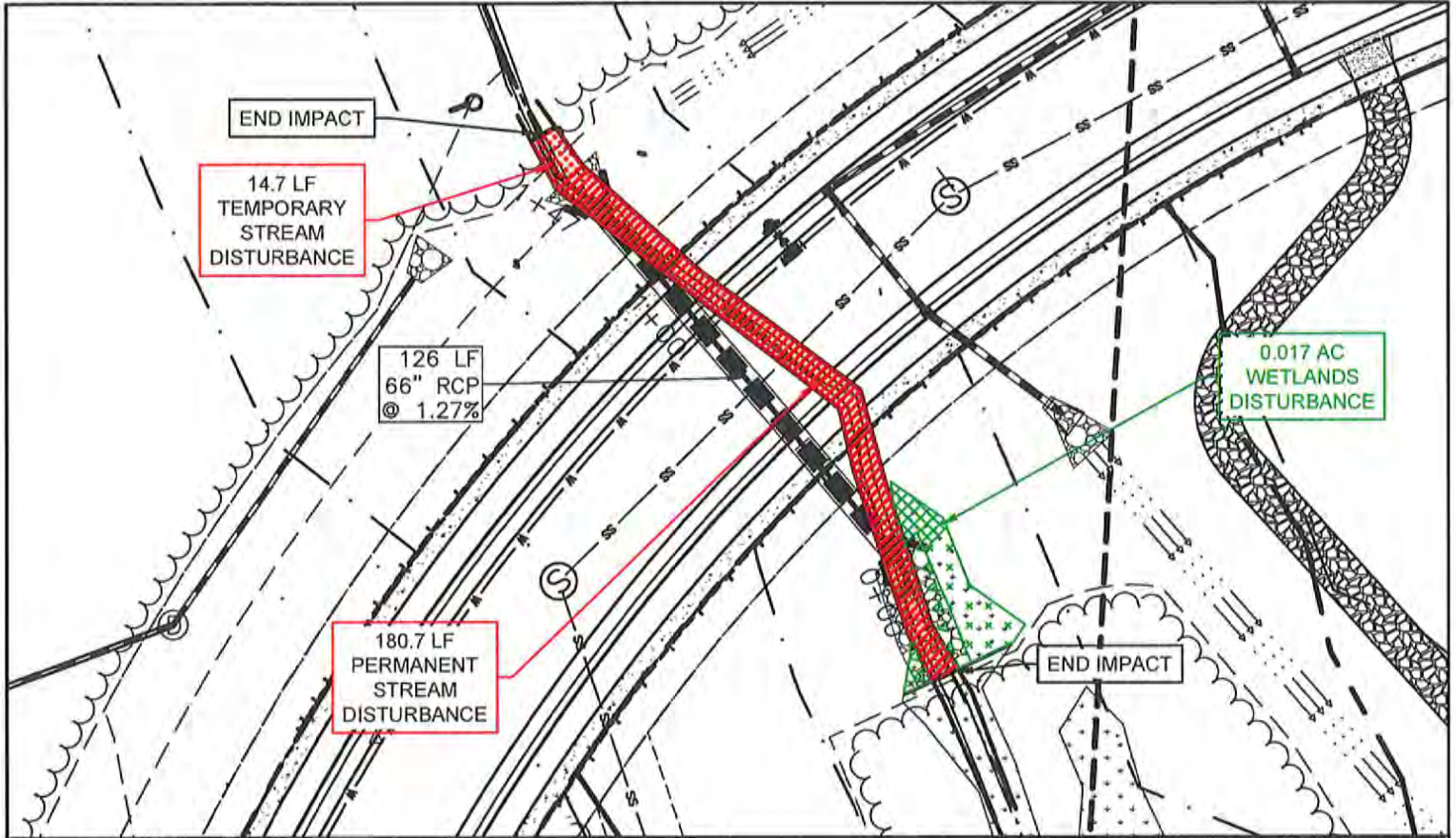
TOTAL STREAM IMPACT=195.4 LF	TOTAL WETLANDS IMPACT=0.017 AC
------------------------------	--------------------------------

PERMANENT IMPACTS TO SURFACE WATER (INTERMITTENT) 0.0 SF	
PERMANENT IMPACTS TO SURFACE WATER (PERENNIAL) 1293.1 SF	
TEMPORARY IMPACTS TO SURFACE WATER (PERENNIAL) 118.3 SF	

WETLAND: PERMANENT FILL 133.3 SF = 0.003 AC	
PERMANENT EXCAVATION 230.9 SF = 0.005 AC	
PERMANENT MECHANIZED CLEARING 387.0 SF = 0.009 AC	

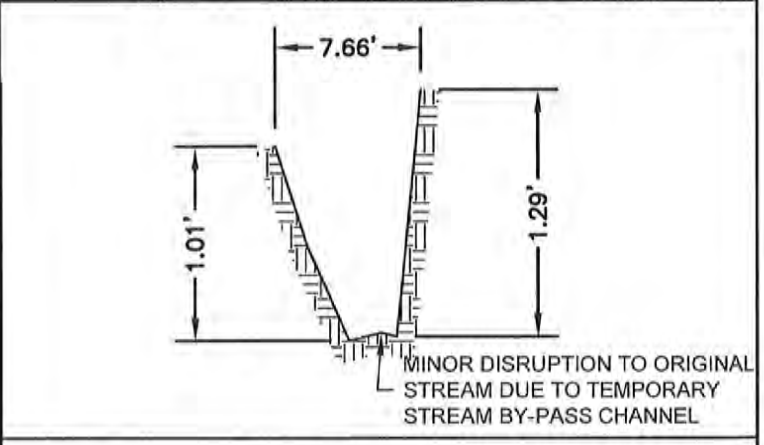


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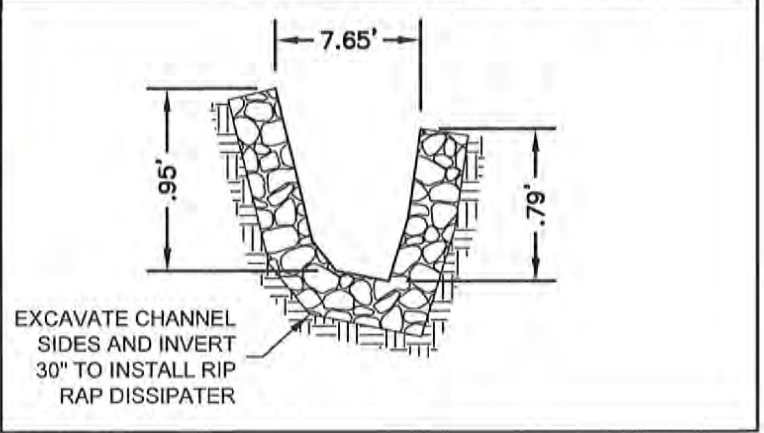
TOTAL STREAM IMPACT=195.4 LF	TOTAL WETLANDS IMPACT=0.017 AC
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PERMANENT IMPACTS TO SURFACE WATER (INTERMITTENT) 0.0 SF	
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PERMANENT EXCAVATION 230.9 SF = 0.005 AC	
PERMANENT MECHANIZED CLEARING 387.0 SF = 0.009 AC	

NCBEES CERT. NO.: C-1347





Stimmel
 Landscape Architecture
 Civil Engineering
 Land Planning

601 N. Trade Street
 Suite 200
 Winston Salem, NC
 27101-2916

P: 336.723.1067
 F: 336.723.1069

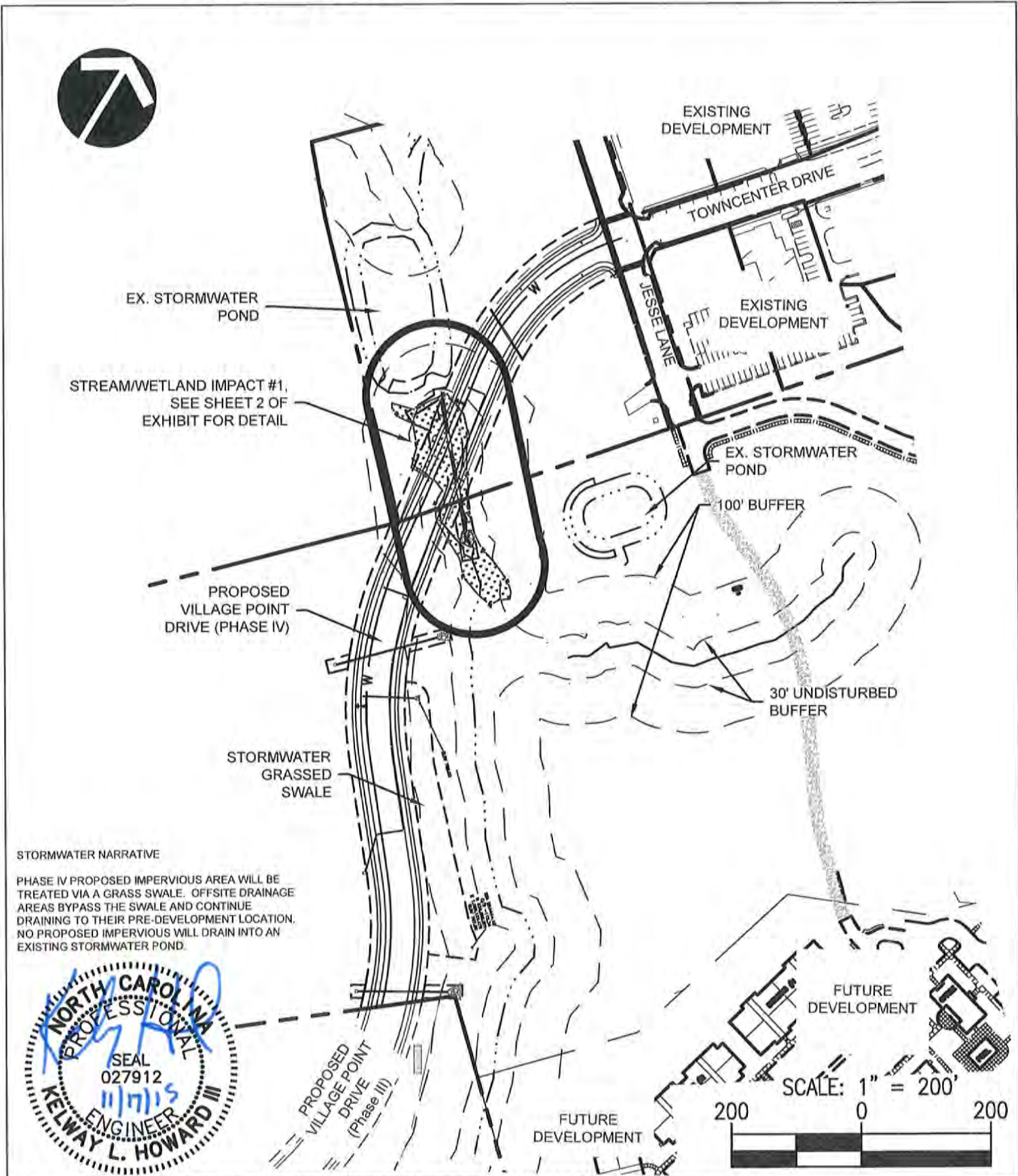
date: 11-17-15 job #: 15-077

project: Permit Site #2 - Village Pointe Drive Phase IV

scale: 1"=200' sheet 1 of 3

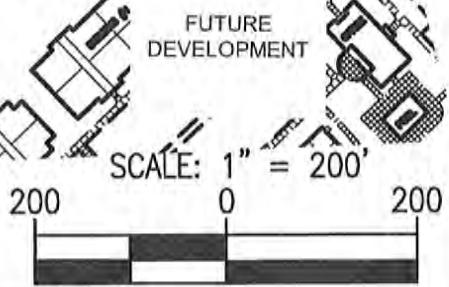
description: OVERALL SITE SHOWING LOCATION OF
 STREAM IMPACT (PHASE IV)

EXHIBIT A



STORMWATER NARRATIVE

PHASE IV PROPOSED IMPERVIOUS AREA WILL BE TREATED VIA A GRASS SWALE. OFFSITE DRAINAGE AREAS BYPASS THE SWALE AND CONTINUE DRAINING TO THEIR PRE-DEVELOPMENT LOCATION. NO PROPOSED IMPERVIOUS WILL DRAIN INTO AN EXISTING STORMWATER POND.



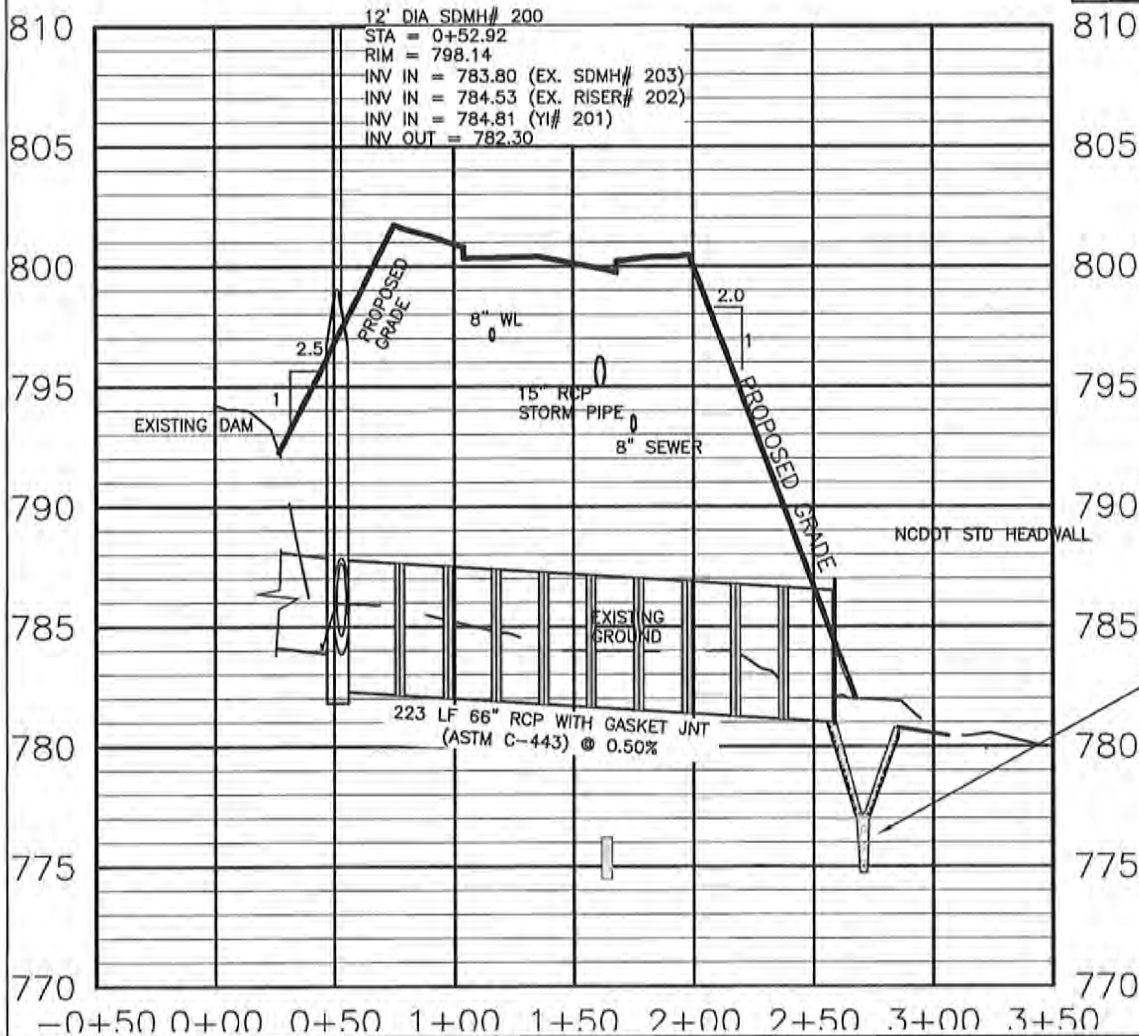
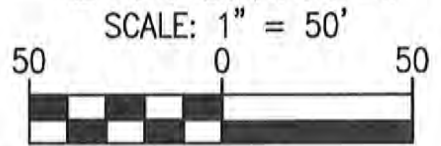
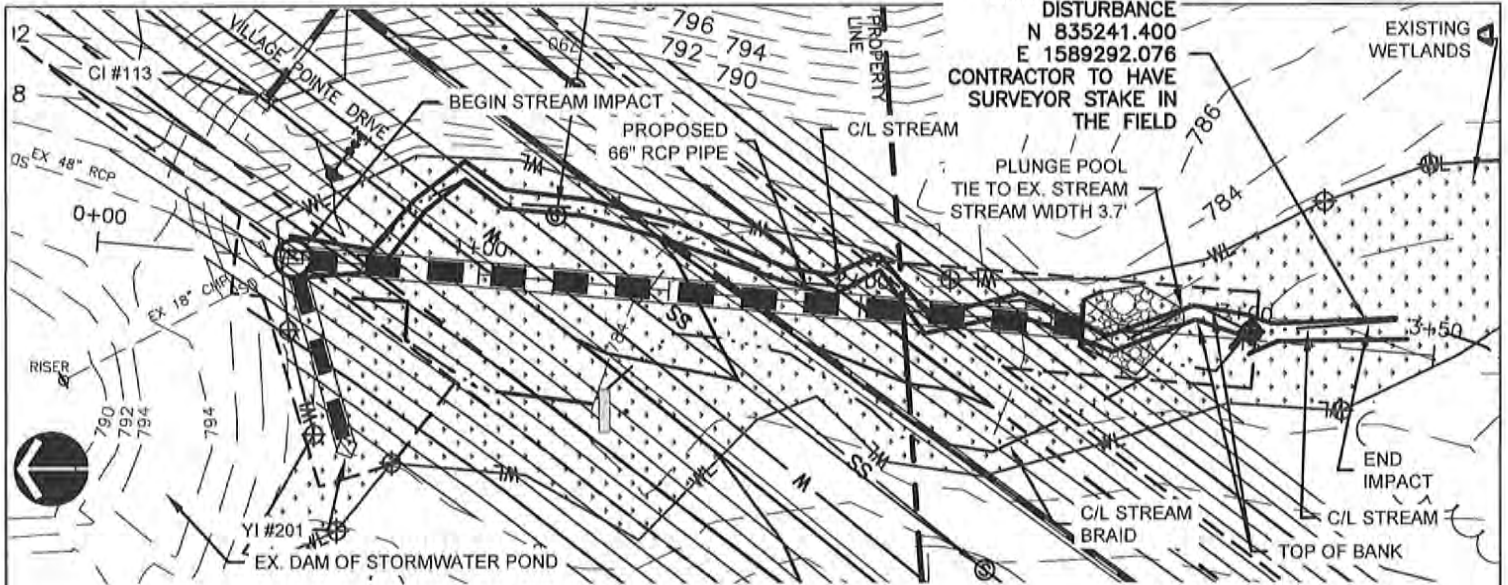


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601 N. Trade Street
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Winston Salem, NC
27101-2916
P: 336.723.1067
F: 336.723.1069

date: 11-17-15 job #: 15-077
project: Permit Site #2 - Village Pointe Drive Phase IV
scale: 1"=50' (PLAN) sheet 2 of 3
description: Roadway Culvert

EXHIBIT B



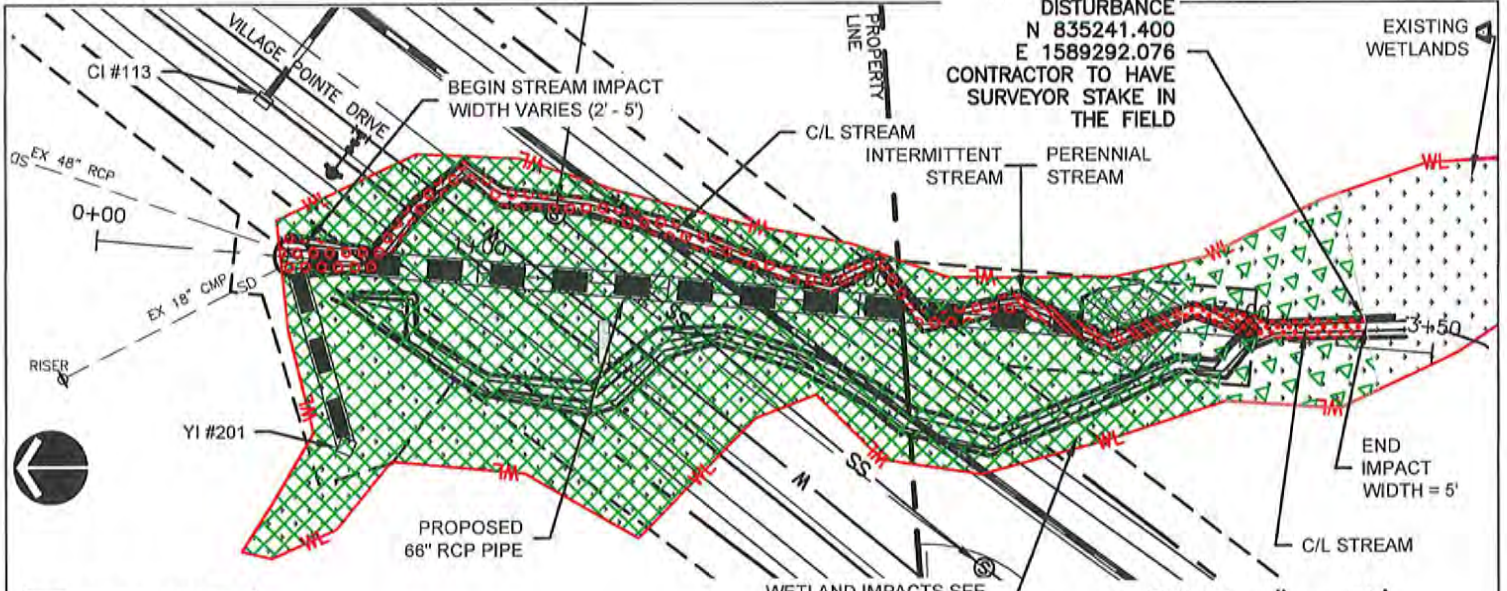


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601 N. Trade Street
 Suite 200
 Winston Salem, NC
 27101-2916
 P: 336.723.1067
 F: 336.723.1069

date: 11-17-15 job #: 15-077
 project: Permit Site #2 - Village Pointe Drive Phase IV
 scale: 1"=50' (PLAN) sheet 3 of 3
 description: Roadway Culvert Impacts

EXHIBIT C

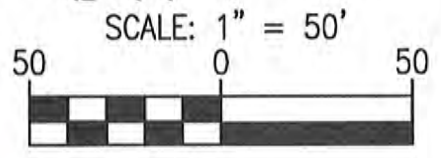


LIMITS OF STREAM DISTURBANCE
 N 835241.400
 E 1589292.076
 CONTRACTOR TO HAVE SURVEYOR STAKE IN THE FIELD

TOTAL STREAM IMPACT=305.40 LF

PERMANENT IMPACTS TO SURFACE WATER (INTERMITTENT) 209.6 LF 1,035.99 SF -> 0.02 AC	
PERMANENT IMPACTS TO SURFACE WATER (PERENNIAL) 46.3 LF 194.85 SF -> 0.004 AC	
TEMPORARY IMPACTS TO SURFACE WATER (PERENNIAL) 49.5 LF 232.53 SF -> 0.005 AC	

WETLAND: PERMANENT FILL 13,922.50 SF -> 0.32 AC	
MECHANIZED CLEARING 1,857.04 SF -> 0.04 AC	



NCDOT STORMWATER SWALE
 DRAINAGE AREA 3.10 AC
 LENGTH 380 LF
 BOTTOM WIDTH 6'
 CHANNEL DEPTH 1.5'
 CHANNEL SLOPE 0.3%
 SIDE SLOPES 3:1
 NORTH AMERICAN GREEN
 SC250 STAPLE E
 PERM LINER TALL FESCUE

STA 25+44+.18
 O/S -112.34
 N 834,696.201
 E 1,589,133.476
 ELEV 787.80

